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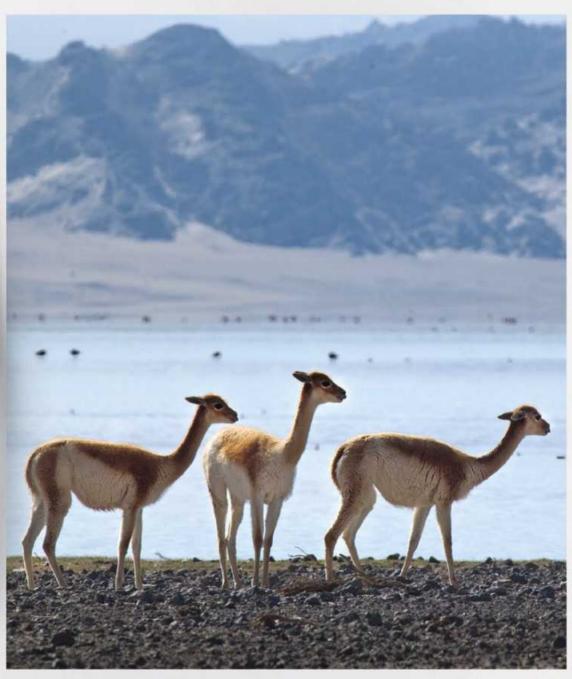


LORO PIANA: ANOTHER STEP FORWARD IN PROTECTING EXCELLENCE.

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The story of Loro Piana and the vicuña is told on loropiana.com





Splendid specimens of Argentinian vicuña.

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Explore 2015's largest launches with our handy infographic







CRN's 55m Atlante proves you don't need curves to be sexy



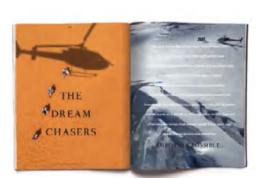
Sweeping, speedy and stylish: the refit of *Indian Empress*



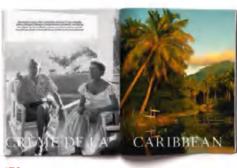
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RUYA

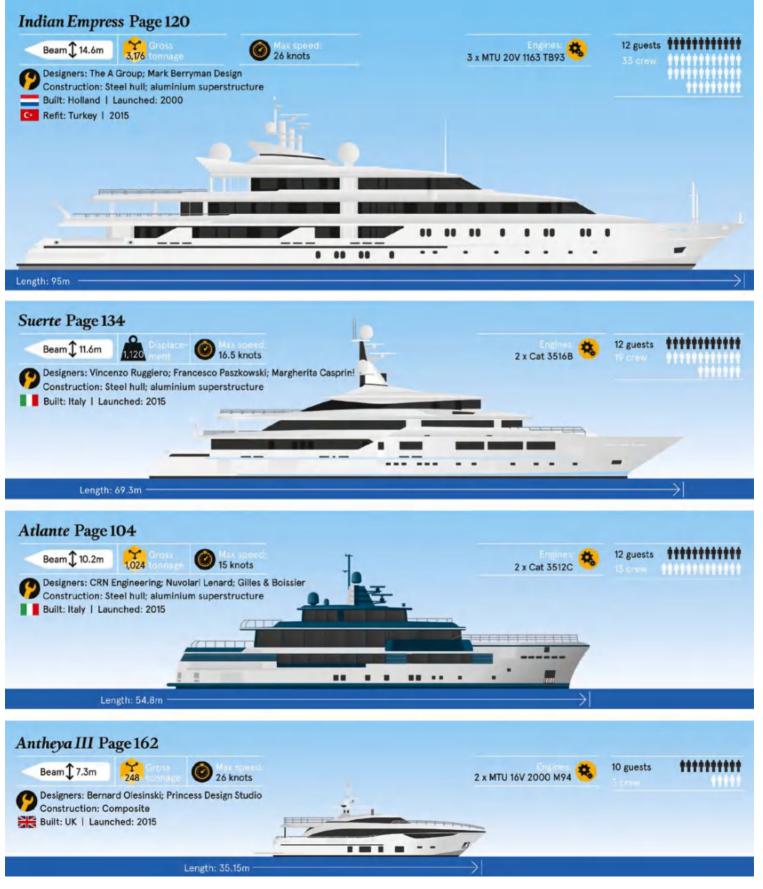
This 47-metre full displacement yacht provides volume both inside and out, but the advantage of her steel hull with bulbous bow is that it ensures maximum cruising comfort. On the inside, the serene yet sporty interior styling by Bannenberg & Rowell takes the kinetic energy of movement as its underlying theme.

Available for fast delivery in 2017, Ruya is a true icon of comfort and classic contemporary design. Go beyond belief at heesenyachts.com



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In this issue





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> ON THE COVER CRN's 54.8 metre motor yacht Atlante, photographed by Maurizio Paradisi

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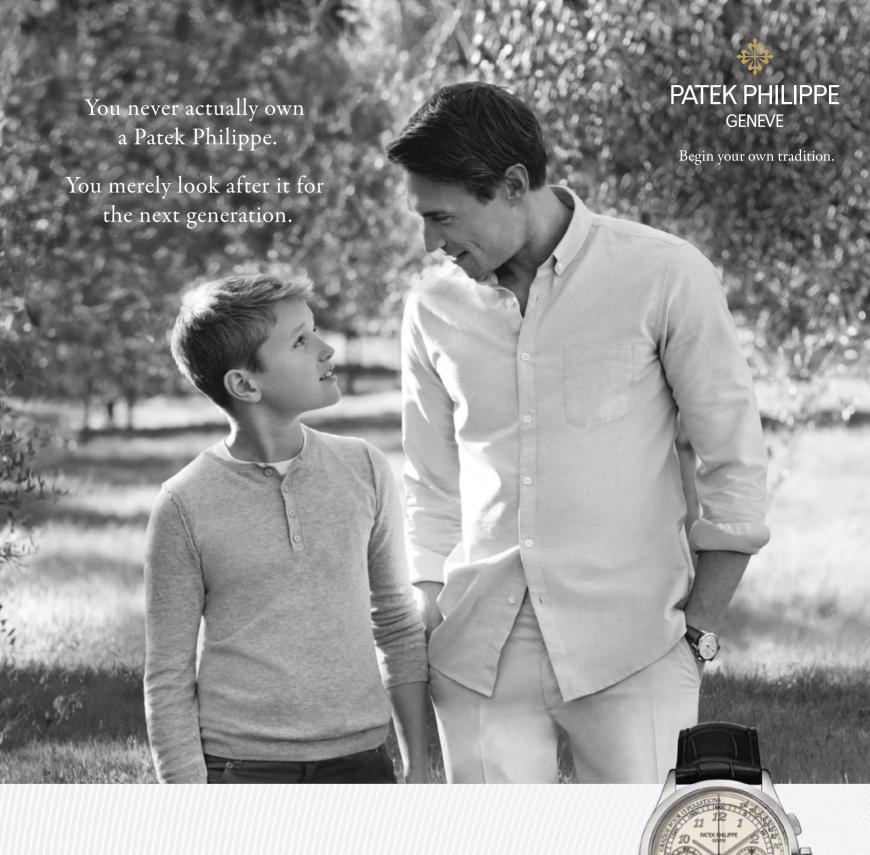
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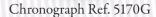




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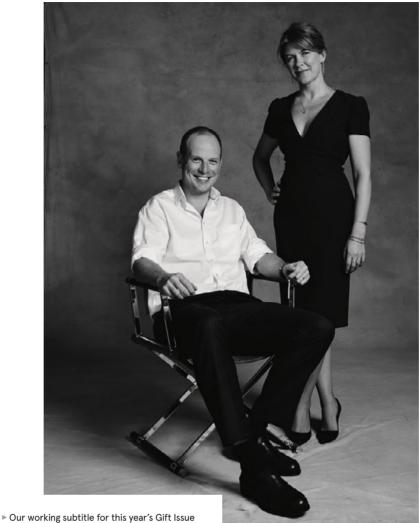
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EDITORS' LETTERS



was "For the man who has everything", because as anyone who has built or chartered a superyacht will know, ultimate design and luxury are qualities that require more knowledge and craft than pounds and pennies, whether it's Elton John's piano, as found on the refitted Indian Empress (page 120), or a Patek Philippe Grand Complication, every part of which is hand finished (page 64). Perhaps more important for people who love cruising the world is the freedom and sense of discovery, not to mention the sheer beauty, that the ocean has to offer. It's not easy to match this experience - we think it might be impossible, in fact - which is why we scoured the world for ways you can add to it, from swimming with rare spotted eagle rays in a hidden forest in the BVIs, to treating your kids to a re-enactment of a pirate battle on a Balearic beach. One request: if you do any of the above, please take some pictures and send them in!

▶ Our inaugural Owners' Club event at the Monaco Yacht Show was a roaring success, I'm pleased to report. Not at all like my 18th birthday, then, an event about as successful as the Titanic's maiden voyage. I'm obviously still scarred by the memory, as I was nervy ahead of the lunch. But everyone came, the wine and conversation flowed and no one fell overboard. The venue, 77 metre SilverFast, was perfect. From her gorgeous beach club you could just spy the muscular bow of our cover star, Atlante. Walking behind her on the pontoon provided the best impression, though. See why on page 112. Cecile Gauert quotes Mark Twain in the introduction of her report: he basically said there's nothing new under the sun. But Nuvolari Lenard and one very particular owner have come as close as it's possible to get in creating something genuinely fresh with this 55 metre yacht - another roaring success.







Sade From

Stewar Coupell.





▶ Ivan, BI's production editor,

has written for many magazines on technology, sex, gourmet food – and cars.

The ultimate may be McLaren's astonishing supercar, the P1GTR, in this issue.

Sadly, he wasn't allowed to drive it.

Sail or motor? Motor – to a dive site

Speed or style? Speed

 ${\bf Chefor \, sommelier?}\, Chef.\, Greed\, trumps\, culture$

Cruising or yacht-hopping? Cruising

Surf or turf? Surf. Fried, freshly caught barramundi with lemon could actually be the best thing ever

Dive or doggy paddle? Dive

Tux or T-shirt? Tux, even though I look like a fat Bond

Christmas in the snow or the sun? Sun

Best Christmas present? A ticket to Buenos Aires

Worst Christmas present? Two identical

chess sets from different aunts. I didn't even play chess



► Frederic is a Parisborn New York-based

photographer who has shot for tonnes of glossies, including *Harper's Bazaar* and *Elle*, and many celebs, including Penélope Cruz and Heidi Klum.

Sail or motor? Both

Speed or style? Speed with style – on an Aquarama Super

Chef or sommelier? Chef *and* sommelier **Cruising or yacht-hopping?** Yacht-hopping

Surforturf?
Both

Dive or doggy paddle? Swimming and waterskiing

Tux or T-shirt? T-shirt

Christmas in the snow or the sun?

I like both, but love Christmas in the Alps

Best Christmas present? All the

family together

on my list

Worst Christmas present? I forget

Cruising or yacht-hopping?

Charlie Byrne

Charlie is the acting jewellery and watches editor at *Tatler*. She lives in London with her husband, a tiny blonde sausage dog and a rather

larger cat. She's terrified of paddling. Sail or motor? Ideally neither. You will find

me on dry land **Speed or style?** Always style

Chef or sommelier? Chef. Particularly a chef with a large variety of cheese

Cruising or yacht-hopping? Yacht-hopping, as long as there is no actual hopping involved

Surforturf? Surf

isn't a five-star hotel

Dive or doggy paddle? I keep my face out of the water even when I shower, so neither

Diamonds or pearls? Diamonds. Or better yet, both. Mixed. And a tonne of them

Christmas in the snow or the sun? Snow.

Christmas should be cold and covered in tinsel

Best Christmas present? The 66 pairs of vintage earrings my mother lovingly collected Worst Christmas present? An SAS survival tips book from my father, poking fun at my inability to survive in any environment that

Javah Gilbert

Sarah is a travel writer who contributes to Condé Nast Traveller, The Guardian, The Telegraph, Tatler and lonely planet.

com. Top of her Christmas list is the latest Canon 5DS – and a safari, too.

Sail or motor? Sail, with a back-up motor

Speed or style? Style

Chef or sommelier? Chef. I'll drink almost anything

Yacht-hopping
Surforturf? Turf next to surf
Dive or doggy paddle?
Doggy paddle, sadly
Diamonds or pearls? Pearls
Christmas in the snow or the sun? Sun
Best Christmas present? Anything

Worst Christmas present? Socks



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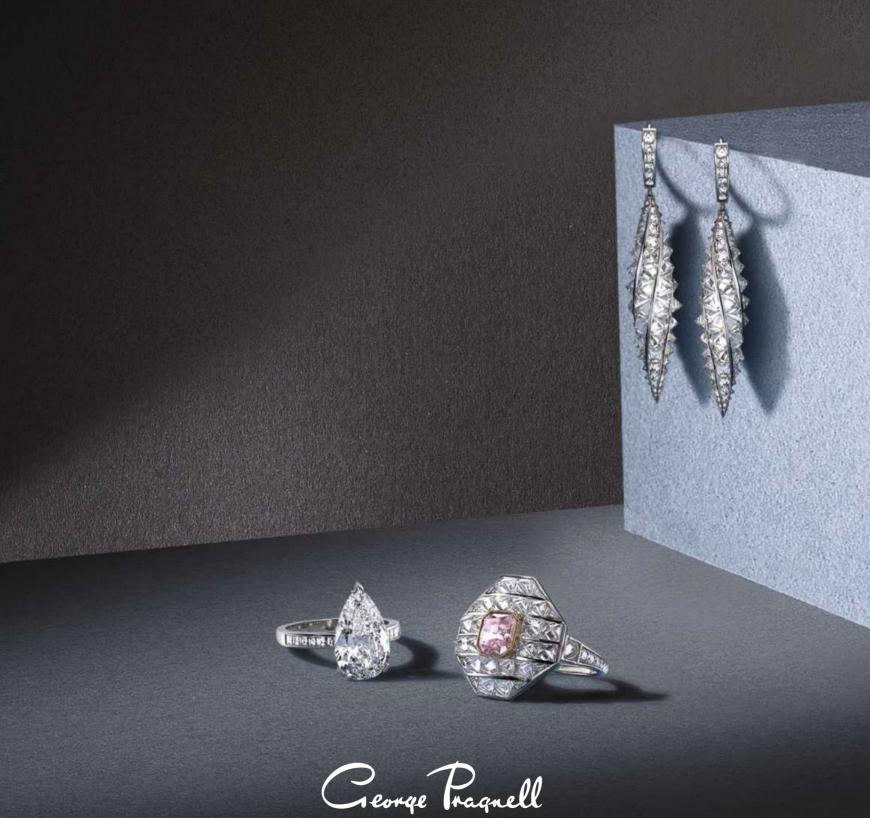
IMAGE: REEVE JOLLIFFE

ON BOARD

NEWS, COLUMNS, EYE OPENER & MARKET INTELLIGENCE



This Month: Eddie Jordan goes toy shopping, Sir Ben Ainslie on his battle in Bermuda, and 2015's biggest launches



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Lippy from the Liffey

At the Monaco Yacht Show *Eddie Jordan* reminds himself not to buy another boat – and consoles himself with a trolley-full of the latest toys

Yacht Show. A quick boat tour here, a glass of Champagne there and before you know it you're talking build schedules. Luckily, *Blush* was at anchor during the show to remind me that I really don't need another boat. In truth, I shouldn't have a motor yacht at all – I just don't have the time to enjoy her properly. But she charters very well, which (mostly) covers the costs. It's a bit different with my sailing boat *Lush*, which I can just jump on and off. After

the show I was straight off to the Oyster Regatta in her. We got a first, second and third, coming out second overall. There were 28 or 29 yachts

powered surfboards
that seem to be
all the rage

I loved it. It's great me

I went to investigate

these new iet-

taking part, and Jesus, I loved it. It's great when you're sailing against a number of other boats the same size as you.

Back to Monaco, and I couldn't help picking up a few things. I went to investigate these new jet-powered surfboards that seem to be all the rage, and I couldn't resist buying a couple of Gocycles. If you haven't tried one of these, you have to. They're great on a boat: you can just get off and go. They go up to about 25mph and can travel on electric power for 40 miles.

Electric bikes used to be awful, but the guys that engineered the Gocycle used to work at McLaren, which is what got me interested. I use one for getting around Monaco with all its hills. You pedal a bit, activate the power and off you go.

I did my best to get round the show and on board as many boats as possible. The ones that I really love are the big sailing boats. You're spoilt for choice, actually. It's only four days and you can never get to all the things you're invited to, or see all the newfangled things in the water. The industry has had some tough times, but it seems like there's a bit of life back and really big boats seem to be selling. I think people are realising that time

is just passing them by. They're not getting any younger, they've worked their whole life for this, so they're going out and getting the boat.

The absolute best thing about the show, though, is that it brings everyone together and you can speak to the yacht designers, especially. It was great running into Ed Dubois, who designed the boat of a mate of mine. It's called "The Beast" and is in build at Royal Huisman.

I spent time with Ron Holland: his studio was in Cork for a long time and he's basically an adopted Irishman and a bit of a legend. And Rob Humphreys I'm a massive fan of. The owners make these guys into rock stars. I heard people at the yacht club boasting that they had a

"Terence Disdale interior". Then you meet Terry and he's the most normal person you could meet. They're a different breed to motor racing designers, who mostly have

massive ego (I should know – I've got one myself). I know I'm going to get some angry emails after writing that. But in F1, these guys are racing each other 21 times a season. One week you're the hero and the next week you're the tosser, so it comes with the territory.

Speaking of Rob Humphreys, I saw him having a good time at my gig at the top of the yacht club on the Friday night at the show. I'm the drummer, so can see all these people coming in. We anticipated 300 or so, but 650 people turned up. The yacht club had to start barring entry. There was a fair amount of alcohol taken, and it was flat-out, with a big full-moon shining on us. I would love to, but I don't think I can reveal who I saw dancing on tables. I've ended up on tables more times than I should have, and I wouldn't want anyone talking about that, so the secret is safe with me. \blacksquare

motor racing designers, who mostly have massive egos. In fact, anybody involved in motor racing at any level has a

e've just concluded the first season of Louis Vuitton America's Cup World Series racing with the event in Bermuda. It was a tough one for the team: with no wind on the Saturday it all came down to three double-points races on the Sunday. We had a good first race with a third, and then a terrible second race, thanks to an issue with the control systems on the starboard daggerboard. It put us in a tough spot at the back of the pack for race two - but the boys came back well with a second place in the final race. Unfortunately that result wasn't enough to get us back on the podium, and we gave up second place for the season to Jimmy Spithill and Oracle Team USA. On the positive side, we stayed on the overall podium in third place for 2015, and it was great to race on the America's Cup race course. Sunday provided a fantastic breeze - short racing, and pretty intense.

The other big news from this past month was the launch of our second testing boat – T2, as she is known.

Sailing her for the first time was a fantastic experience. The boat is an extraordinary achievement; everyone on the design, engineering and shore teams have put everything into her. All of the sailing team were grateful to get the opportunity to test fly this unique craft.

The design combines ideas and concepts previously found only in aerospace and automotive technologies, so there have been a lot of "firsts" with the boat. I don't mind admitting that it has challenged our technical and shore teams massively. It's important for us to have gone through this process, bearing in mind that, as a first-

generation AC team, it's the first boat we've ever built.

There was quite a bit of other stuff in the diary. Georgie and I went to the British Olympic Association Ball. It was great but also different, for



Above: Sir Ben and Georgie Ainslie at the Team GB Ball. Top: the new T2



Testing times

Sir Ben Ainslie just misses the podium in Bermuda, and gets to grips with a brand new training boat

me, to be in a supporting role. I've made a clear decision to retire from Olympic sailing: I felt that I needed to let it go and let the next generation get on with it. I don't want to step on anyone's toes or get in the way, but I still think it's important to show some support. It was good to see Giles (Scott) and the rest of the British sailing squad – like Nick Thompson,

who won the Laser Worlds this year - in such good shape.

I was also in New York for a few days, mostly for an appearance at the Social Good Summit (SGS). It's held during the UN General Assembly week and is a two-day conference examining the impact of technology and new media on social initiatives around the world. There was a massive buzz in New York for it all, what with the Pope being there to

address the UN and world leaders. The Pope has made sustainability one of the issues that he speaks about, so that really helped the profile of the SGS.

We have just announced BT as our Sustainable Technology Partner, and I was there to

help launch 100% Sport with them: a global initiative to inspire sports fans to take action to tackle climate change and reduce carbon emissions by using renewable energy. I did a presentation with Niall Dunne, BT's chief sustainability officer, on the partnership and what BT is doing, and what Ben Ainslie Racing is doing on the sustainability front.

Sadly, I also got to see England's departure from the Rugby World Cup. We were invited to watch the Australia game with our title sponsor, Land Rover, and it was a great atmosphere to start with... And then it all went wrong. It just shows how narrow the margin is between success and failure in top-level sport. There is the finest of lines between hero and zero, you've just got to deal with that. Making those key decisions under pressure is always what it comes down to. \blacksquare

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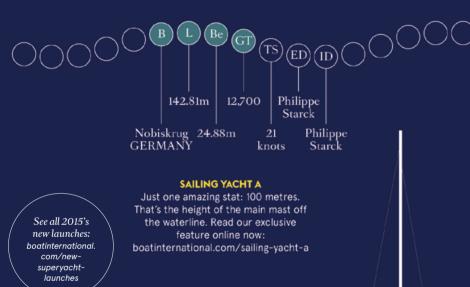
A VERY BIG YEAR

From the astonishing Sailing Yacht A to a genuinely hybrid 80 metre, gaze in wonder at the scale and variety of 2015's largest launches





(ED)



7,600 123.2m Martin Francis Lürssen GERMANY Alberto 20m**TBC**

(Be

Pinto

GOLDEN ODYSSEY

Understood to be commissioned by Prince Khaled bin Sultan of Saudi Arabia. If so, she becomes the Prince's second Golden Odyssey, after a Blohm+Voss-built 80 metre



(GT)

2,990

(Be)

14.35m

(ED)

Reymond

Langton

Reymond

Langton

17

knots





LADY LARA

91m

Lürssen

GERMANY

This is the fifth Lürssen on which UK studio Reymond Langton Design has worked. The yacht will be privately used, and is heading to Norway for her maiden voyage

AQUIJO

(GT)

1.538

(ID

Dölker &

Voges

Bill

Tripp

20

knots

Be)

14.48

85m

Vitters &

Oceanco

HOLLAND

She's designed as a true performance sailing yacht, with an innovative steering system, so the helmsman will "feel" feedback from the rudders, unusual on such a big yacht

SAVANNAH

Thirty tonnes of li-ion batteries able to hold a million watts of electricity make her one of the most advanced yachts afloat. Fuel savings of 30 per cent are also expected at 15 knots

Infographics - Lamosca

2015

970.41m – total LOA of yachts in top 10 4,305 – average gross tonnage of yachts in top 10

2014

Top ten: 1. Ocean Victory (140m) 2. Maryah (125m) 3. Quantum Blue (100.8m) 4. I Dynasty (100.8m) 5. Kismet (95.2m) 6. Royal Romance (92.5m) 7. Infinity (89m) 8. Kibo (81.8m) 9. Yalla (73m) 10. Okto (66.4m)

967.7m – total LOA of yachts in top 10

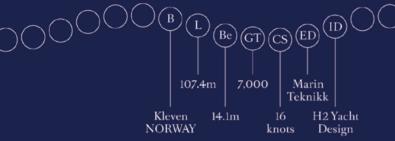
3.821.4 - average gross tonnage of vachts in top 10







TS)(ED)





ULYSSES

There's accommodation for 60 guests across her seven decks. Designed for serious passagemaking, *Ulysses* has a helicopter garage and space for a 21 metre tender on her foredeck

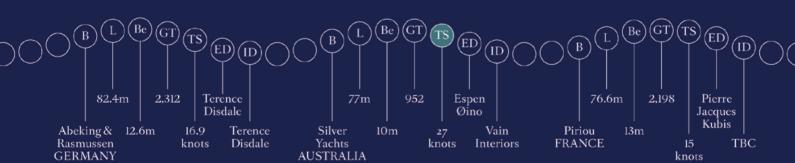
SYMPHONY

More than two metres longer than Madame Gu, Symphony is the biggest Feadship so far. She has a six-metre contraflow pool on the main deck, and is the first Feadship to be PYC-coded









RoMEA

This is the sistership to Kibo, delivered in 2014, which also features a Disdale interior and exterior. She almost immediately joined the charter fleet, yours for €875,000 per week

SILVERFAST

The slimline yacht is built for speed and efficiency. Her Australian builder, SilverYachts, claims that she can travel from Australia to Europe in 21 days with only one fuel stop

YERSIN

Built by French commercial shipyard Piriou, Yersin was designed as the ultimate explorer, can go 50 days without resupply, and operate in minus 20 degrees Celsius

Infographics - INFOMEN

The informer

LAUNCHES IN SEPTEMBER 2015 LENGTH SHIPYARD NAME TYPE COUNTRY Albatross 72m **Delta Marine** US US 131 Yacht 40.05m Sunseeker ₩ UK 7755 34.14m Westport US SD112 34.1m Sanlorenzo II IT Fa La Me 28.45m Viking SU 🔤 28M 28.15m SE UK Sunseeker E88 27.3m Horizon TW 86 Yacht 26.3m Sunseeker ₩ UK 86 Yacht 26.3m Sunseeker **W** UK **SL86** 26.21m Sanlorenzo II II H82/19 25m Heysea CN H78/12 24.12m Heysea CN CN

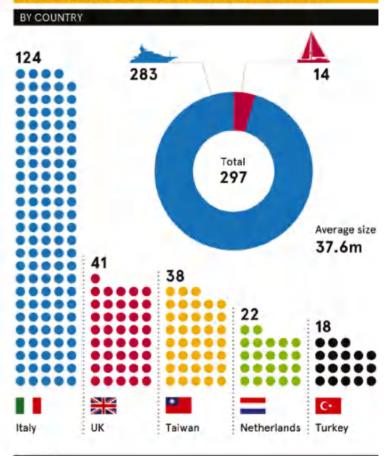
DELIVERIES IN SEPTEMBER 2015

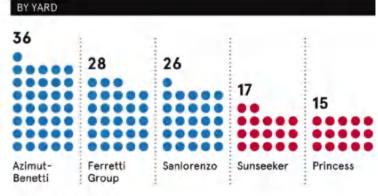
NAME	TYPE	LENGTH	SHIPYARD	COUNTRY
Serenity	-	42.33m	Mondomarine	III IT
460EXP	-	42.2m	Sanlorenzo	III IT
SD126	-	38.4m	Sanlorenzo	II IT
SL118	-	35.97m	Sanlorenzo	II IT
Solleone	A	35m	Nautor's Swan	+ FL
OA100/03	-	31.1m	Ocean Alexander	TW
Acala	-	31.1m	Cantiere delle Marche	III IT
Baccarat	-	28.65m	Permare	II IT
Majesty 88/17	-	27m	Gulf Craft	L UAE
86 Yacht	-	26.3m	Sunseeker	₩ UK
Intrepid	-	26.21m	Sanlorenzo	III IT
7 Seconds	-	26m	DL Yachts	II II

ORDERS IN SEPTEMBER 2015

SHIPYARD	TYPE	LENGTH	DELIVERY	COUNTRY
Lürssen	-	139m	2019	■ DE
Amels	-	74m	2017	= NL
Benetti	-	66m	2018	II II IT
Feadship	-	60m	2018	= NL
Amels	-	55m	2016	= NL
Mondomarine	-	54m	2017	II II
Admiral	-	40m	2016	II II IT
Admiral Sail	A	38m	2017	II IT
Benetti	-	35.4m	2016	II IT
Sunseeker	-	34.53m	2016	₩ UK
Burger Boat	-	31.35m	2017	us us
Riva	-	30.5m	2016	II II
Oyster	A	27.1m	2017	₩ UK

ORDERS AND BUILDS STARTED TO OCT 2015







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W125' | 38M

W130' | 40M

W164' | 50M



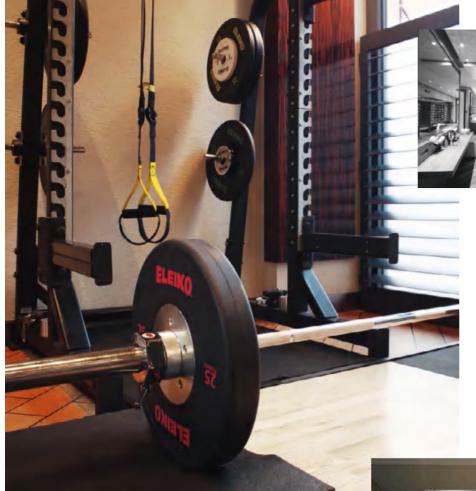


Eye Opener

The big frieze

► Herbert Ponting was rattling across a snowy steppe on the Trans-Siberian Express when he first read about Captain Scott. It was 1907 and Ponting was a photographer with a taste for adventure, having made his name working at the blurred edges of Europe and Asia for British magazines. Scott, he saw immediately, was the key to an unprecedented escapade. Two years later, the pair were embarking on an Antarctic voyage aboard the ship Terra *Nova*; Ponting was the first professional photographer to accompany such a voyage. He captured a treasure trove of images and many, such as this photograph of Terra Nova from the ice, are closer to art than reportage. He developed film in a self-built dark room in Scott's Cape Evans hut and often imperilled himself and others to capture his precious images: hoisting himself up to dangle over the edge of the ship or ordering the cook to pose at the top of an iceberg (which he promptly fell off). He'd left the expedition by the time Scott's team met its doom but he spent the rest of his life touring and lecturing to ensure their legend would survive and, as he wrote in his 1921 book The Great White South, "to turn the experience that I had gained to some permanent benefit to geography".

Photographer - Herbert Ponting





Above: the changing rooms. Below a training session



Tailored, individual, bespoke

Your health and fitness, like your clothes and your style, do not have to be off the shelf. KX puts you first

here is nothing like the pressure of having to have the body beautiful for your Caribbean cruise to make you want to kickstart an exercise regime. The problem is, where to start? We've all tried fad diets and thrown ourselves into the gym with gusto and then got bored, let it slide or completely given up. Yes, we may have lost weight for that holiday just to put it all back on again for the next.

At KX, the luxury private members lifestyle club devoted to health, fitness and well-being, their bespoke approach has transformative effects and long-lasting results.

"It's like a fingerprint, it's very individual," says KX's health and fitness manager Gideon Remfry. The KX approach is an integrated one, tailored to that client. "We dig down in the first assessment and find out what's driving people's

goals. You have to get to the root cause."

Before the client steps foot in the gym they will have an assessment in which their body composition and blood health (cholesterol, triglycerides and blood glucose) will be measured. Their whole lifestyle will be put under the KX microscope - this entails movement screening, postural analysis as well as lifestyle and nutrition analysis. The KX philosophy is a 360-degree one, where exercise is just one component of an effective, enjoyable regime. "We start a relationship and build

> tangible goals," stresses Remfry. "Most people come in with a superficial weight-loss goal but there is often something else underneath. This could be a medical condition or the person could be under stress or suffer from a nutrient deficiency. We tackle the issue that is holding





Left: the plunge pool.

running machine

"We make a very specific programme tailored to them to help clients lose weight"





Right: the Doio for boxing and martial arts. Left: the restaurant





Left: the restaurant. serving food corresponding to specific health programmes (bottom)



them back. We make a very specific programme tailored to them to help them lose weight."

Take the Chelsea mum of four who lost 2.5kg and 2.5 per cent of her body fat in a week. Not only did she obtain her goal and lose the weight but also her blood health range shifted to the optimal range. She was following KX's highly acclaimed seven-day sirtfood detox programme. Remfry is quick to stress that KX is about long-term fitness and health benefits rather than the quick fix. The team have 13 years of experience of this unique and highly successful integrated approach. Everyone - trainers, physiotherapists, nutritionists and therapists - work together towards the client's goal.

Nutritionist Glen Matten, who co-wrote The Sirtfood Diet, works with KX's head chef to design bespoke food packages that are delivered to the clients' door; changing your lifestyle is made easy here.

The tailored health programmes cover everything from weight loss, detox, body transformation, anti-ageing, stress management, pregnancy, sleep issues, injury and illness management and metabolic health.

The latter is an increasingly popular programme at KX, who count a large number of high-powered

popular with high-flyers who are results driven.

executives among their clients. "One of the guys on Ben Ainslie's America's Cup racing team went from being on the verge of metabolic disease, having high levels of sugar, cholesterol and other fats in his blood, to having his health markers in the optimal ranges after a six-month programme," says Remfry proudly. Not only that, he lost 11kg in weight while experiencing an outstanding increase in his output on the boat - and said the benefits of the nutrition "might just be a life saver". This holistic, goal-setting approach is

Progress is charted on graphs and body fat is measured regularly. At KX it's about intelligent fitness the stressed-out executive will take part in mindful meditation, personal training sessions and relaxation sessions - whether yoga or a detoxification treatment, massage or acupuncture in the spa.

Of course, most people come in wanting a body transformation - for women it's usually about becoming long and lean; and with men it's about putting on muscle. However, there is more than just the aesthetics and this is where KX is different: they offer clever programmes that reach far beyond the gym and that is why the results are not only body changing, but also life transforming.





KX is about long-term fitness and health benefits rather than the quick fix

THE KX METHODOLOGY

Kick-start your fitness regime with an integrated health, nutrition and fitness programme.

Assessment

Our highly trained staff will analyse your: Body composition ·Blood health, cholesterol

- and blood glucose
 - Posture
- Movement and nutrition

Once we've agreed and defined your goals it gets really exciting...

Programmes

Our programmes are uniquely tailored to the client, and include: weight loss, detox, body composition, pregnancy (pre, during and post-natal), anti-ageing, sleep - R&R, improve posture and function, metabolic health, injury and illness management, lean muscle tone, energy and stress management. The client will have a tailored gym. programme that includes personal training sessions, fitness classes and a bespoke gym programme. Add to this the broad range of holistic and physical therapies in the spa from acupuncture and osteopathy to luxury massages, facials and laser therapy. Medical and nutritional advice are available, as is the option of healthy meals and shakes delivered to their door.

Results

There is nothing more encouraging than seeing your own success, which is why we regularly assess results but also establish new objectives.

See the KX philosophy in action in our short films on the BI website:

- Intelligent Fitness Mindful Fitness
- •The Spa Nutrition Assessment boatinternational.com/ luxury-yacht-life

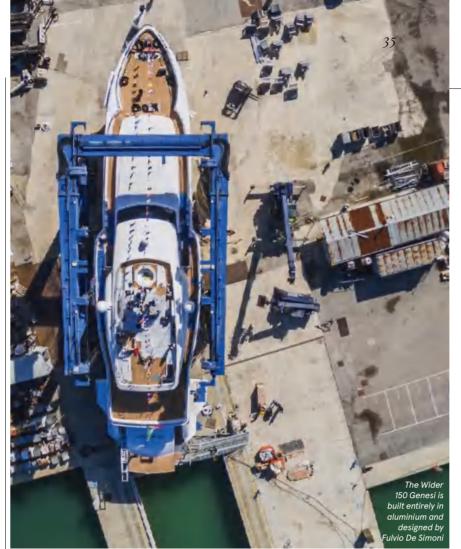
Membership Options Annual membership: £2,000 joining fee & £6.250 subscription. Overseas membership entitles you to 30 visits a year, £2,000 joining fee & £4,000 subscription. One month £1,400, Three month £3,250, Six month £5,500 A functional assessment and all classes are included in the membership. tel: +44(0)207 584 5333; email: membership@kxlife.co.uk

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Top design features of the Wider 150: boatinternational. com/wider-150

Why Wider is now super

Wider Yachts' superyacht ambitions have transformed from theory to reality with the launch of its muchanticipated 46m Wider 150 Genesi. The Italian builder

has packed its first superyacht with wow-worthy features, from a cleverly concealed foredeck lounge to a sea terrace in the master suite and a beach club that hosts a 7m pool. Elegant interiors are decked out in leather by Poltrona Frau. Best of all is Genesi's diesel-electric propulsion. She can cruise in silence in zero-emission mode using the battery packs alone. wider-yachts.com



DECEMBER NEWS

The best Monaco Yacht Show concepts, Jetsurfs are go, the latest yachting watches, Hugo Boss hits the water... And a 180m bi-directional superyacht?



The yachts may have followed the sun but these Mediterranean beauty brands are certainly worth the space in your make-up bag. Dolce & Gabbana found inspiration in a screen siren's signature cherry-red smile to create the Sophia Loren No.1 lipstick, while Christian Louboutin's famed red soles informed the designer's first lip colour range. At Dior, however, it's all about technical innovation. A new hydra-gel core adds an extra dose of shine to the ever-popular Addict lipstick. Sophia Loren No.1 lipstick, £31, dolcegabbana. com; Christian Louboutin lip colour, £60, christianlouboutin.com; Dior Addict lipstick, £26.50, dior.com



FROM POOLSIDE TO PAVEMENT

Tired of flitting between carefree vacation style and cold-climate city clothing? Thanks to a collaboration with Mr Porter, supervacht-set favourite Orlebar Brown has just been given a slick urban update. The 11-piece Everyday capsule collection of masculine separates offers weekend staples in a colour palette of sky blue, navy, grey and black. Created using OB's signature tailored approach to casual wear, cosy gilets and waterproof utility jackets sit alongside lightweight melange knits and chinos for a range that promises to take you from pool to pavement. Orlebar Brown for Mr Porter

Beanie, £95, and Perry T-shirt, £90







Right (I-r): David Teece, Bill Duker & Nicholas Gravante. Below (I-r): WSA judges Barry Houghton & Marco Vögele with Christian Gnotke



Left: Terence Disdale. Above (I-r): Filippo Rossi, Fraser

The stars come out

Owners, designers and industry leaders descended on the Méridien during the Monaco Yacht Show to help celebrate the launch of the latest *Superyachts* book





Above: Tim Heywood. Right: WSA judge Thomas Haffa



Above (I-r): WSA judges Victor Muller, Katja & Sten Warborn

0 N BOARD





Above: Sally & Larry Cole. Right (I-r): Neville Crichton, Eddie Jordan & guests. Below: Francesca Ragnetti, Benetti & Giancarlo Ragnetti, Perini Navi









Thank you for a wonderful night at your Monaco party. It was a splendid venue

"



Above: (I-r): VSY's Lorenzo Cerulli, Cristiana Longarini & Francesco Bono. Right: Espen Øino & Sabrina Monteleone. Below: Adriana Monte & Frank Neubelt. Below-right middle: Steve Gresham & Fiona Diamond. Middle bottom: Javier Jaudenes & guest



Above (I-r): Karina Moreno, Sietse Koopmans & Gaël Douguet. Right: WSA judge Kim Schindelhauer











PINK GIN

A LEGEND IS NOW FOR SALE OWNER 2 OWNER

At 47 metres, PINK GIN is now on the market.

A loved and well known legend – powerful and super safe sloop ideal for long range cruising as well as quick overnight Saint Tropez Porto Cervo. She has been exceptionally well maintained by owner and captain who designed her with passion for all details.

Her loft like interior is extremely comfortable and cosy for 8–10 guests.

Designed by Judel Vrolijk built at Baltic Yachts.



www.pink-gin.net







➤ What is it? The 66m Aston 66, penned by Enrico Gobbi for Rossinavi. Why we love it: You don't see many big sport yachts and this one is gorgeously sleek. It is also packed with fun features: a pool with a cascade running down the stern, two enclosed balconies and a full-beam lounge in the master suite, and a snug sun terrace with a spa pool perched at the very top of the yacht.



There's an outdoor focus, with large bay windows in its 10 guest cabins, a sea-level spa with access to the water and a 270-degree panorama from the main saloon.

Fresh from the drawing board

Our pick of the best new concepts unveiled at the Monaco Yacht Show

DESIGN UNLIMITED 35M

▶ What is it? A 35m sailing yacht by Design Unlimited and naval architects at Reichel/Pugh Yacht Design.

Why we love it: For a sailer, an unusual amount of attention has been paid to the interior. It sculpts natural materials with modern techniques to create a crisp, clean look with an organic texture. The star feature is a glazed ceiling that floods the saloon with light but maintains privacy in the marina.



▶ What is it? The 103m Sea Hawk expedition yacht concept from Hawk Yachts.

Why we love it: Its expedition credentials run from big stuff to nitty gritty. It has a Polar Ice Class 6 hull capable of breaking through 80cm of ice, a 12,000nm range and stores for three months at sea. But it's also easy to clean the side gates and change insect filters.



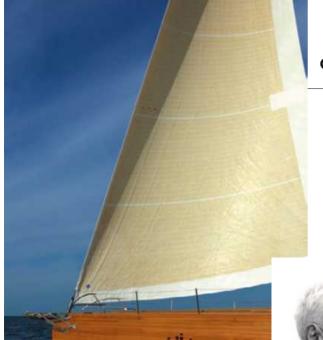
MULDER DESIGN 115M

▶ What is it? A 115m motor yacht concept from Mulder Design.
Why we love it: It's designed around two of the most popular features on board. The beach club will measure 18m by 8m and be lit from above by daylight filtering through the glassbottom pool above. On the foredeck, meanwhile, there will be a helipad with a dedicated garage found below.



▶ What is it? The 85m Ottantacinque from Fincantieri and designer Pininfarina. Why we love it: The aim was to combine top tech with serious style. Two diesel engines will power the full-displacement hull to a cruising range of 6,000nm at a maximum speed of 18 knots. Being designed by the company behind Ferraris like the 458 Italia and California doesn't hurt either.





4^I ON BOARD



A racing certainty

Timex looks to the future of sailing technology with its new IQ Yacht Racer timepiece collection. Boasting a bidirection centre hand and perpetual calendar, the watch is available in rose gold, silver or black stainless steel, with basic operating instructions embossed on the case-back.

Still not sold? It's waterresistant to 100m and has a fitness countdown timer. The

patented night-light is pretty cool too. *Timex IQ Yacht Racer*,



Newly launched 22m yacht Foggy (above left), designed by avant-garde architect Frank Gehry (above), has been wowing the US yachting crowd.

Gehry worked with Argentinian naval architect firm Germán Frers to create the racing-ready sailing yacht at Brooklin Boatyard in Maine. It features cold-moulded construction, titanium details and hundreds of individual glass inserts.

"This is really pushing the envelope for us, in that it's a real meld of carbon fibre, laminated wood and cored composite structures," says Eric Blake, project manager at Brooklin Boatyard.

Foggy stole the show at the Round the Island Race in Martha's Vineyard this summer and Gehry plans to take her to Miami, Cuba and Panama – where the Gehry-designed Museo de la Biodiversidad has recently been completed. brooklinboatyard.com

4

£179.99, timex.co.uk

...new-build projects are under way at Tansu Yachts' Istanbul yard: 39.3m Cutlass, 43.7m Cyclone, 38.4m Le Tre Sorelle and 39.1m Echo-R



For the kind of pirate you do want on your boat, check out Theo Fennell's new collection of lead crystal decanters with sterling-silver skull stoppers. Each bottle is hand-blown exclusively for the British jeweller in Somerset, UK, while its silversmith in London moulds the interchangeable stoppers.

Each skull wears a different headpiece, some signifying a profession or hobby, with a pirate's hat for a sailor, a surgeon's mask for a doctor or a mortar board – perfect for a boozy graduation gift. Others nod to a particular drink, with a Scottish Tam o' Shanter for whisky and a Cossack's papakha for vodka. Get one of each and you'll never mix up your grog again. Decanter with stopper, £1,495 (also sold separately), theofennell.com





BOARD

Ever wondered why laid-back surf dudes are as buff as gym addicts? It's because surfing is really hard work. Getting the knack takes hours of fruitless labour, a bellyful of seawater and a succession of humiliating beach-side wipe-outs.

Welcome, then, to the engine-powered Jetsurf, from Monte Carlo-based specialist Luxury Water Toys. A surfboard-jet skiwakeboard hybrid, the Jetsurf was developed by Formula One engineers to be piloted from an upright position, with your feet in straps and using a hand-held control that cuts out if you fall off. The ultra-light carbon fibre board is propelled by a two-stroke engine (86 or 100cc) and the most advanced of three models, the Pro Race, can hit 57km/h.

It doesn't rely on waves so you can use it when surf conditions are poor - and you'll be able to tell when that is by the surfers glaring at you from the beach.

Jetsurf Pro Race, €12,500, jet-surf.com



Designer labels

Dynamiq's new interiors by Trussardi represent the latest yacht-fashion love affair Recall Wally and Hermès Riva and Gucci and the polygamous marriage (in LVMH) of Royal Van Lent with LV, Fendi, Céline...



Thai islands

Thailand is loosening tax and immigration rules to lure more superyachts and the islands of Koh Samui and Krabi are ahead of the pack with plans for new ports. Get there before they build a Nobu



Height

A low profile is no longer de rigueur for superyachts, so says Princess Yachts' marketing director. "I think it comes from the automotive world." savs Kiran Jay Haslam "which has gone bigger and taller.



Wilt

A 44m Crescent

yacht shaping up

in Vancouver will have a fresh herb

garden on board.

Want one? Urban

Cultivator offers a

line of micro-green-

growing appliances

perfect for land



What's hot & what's knot



Noise

An onboard din has never been hot but Heesen's Project Nova lowers levels even further. Its whisper-quiet hybrid mode at nine knots promises a master suite with 46 decibels - that's the level of soft rainfall





Captains

Driverless boats are coming. The latest research stems from the University of Buffalo's robotics students and the Buffalo Automation Group. They've proved their tech on a 14.8m catamaran and have their sights set on much larger quarry.

Green and lean

Dutch shipyard Amels has added a hybrid electric yacht to its Limited Editions semi-custom line-up. The 57.7m Amels 188 design continues the yard's collaboration with Tim Heywood, who penned the exteriors of its previous 23 Limited Editions yachts, while Reymond Langton Design has worked on the interiors, which they describe as contemporary but warm. The 188 is the first hybrid Limited Editions and will feature Amels' hybrid switchboard and wasteheat recovery systems. The yard believes that it could offer a €150,000 return on investment

over a three-year period. The engineering phase is completed and the first hull is expected to be delivered in spring 2018.

amels-holland.com

INTO THE BLUE

Take inspiration from the ocean with George Pragnell's new aquamarine fine jewellery. Set with the finest Brazilian stones, these art deco-style pieces are the only thing for cocktail hour.

Jive set aquamarine ring with French-cut diamonds, £17,500; cocktail ring with aquamarine and art deco-style diamond surround, £38,000; Marquise-cut aquamarine pendant with brilliant-cut diamonds, £12,850; pragnell.co.uk



\$30

...million is the price tag of New Orleans-based **builder** Trinity Yachts, which has been put up for sale

ITALIAN OPERA





ON BOARD



MEET THE BOSS

Solo sailor Alex Thomson has launched his stylish *Hugo Boss* racing yacht for the Vendée Globe non-stop, round-theworld race next year. Thomson, who finished third in the 2012-13 race, will sail approximately

25,000nm in the new *Hugo Boss*, aiming to travel at a top speed of 35 knots, enduring wind speeds of more than 70mph and waves as high as 10-storey buildings. His weight-saving 18.23m £3.3 million yacht, built at Green Marine in Southampton, UK, has been designed with Formula One technology. *greenmarine.co.uk*

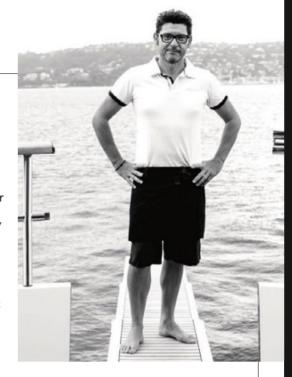
TOWERING FEAT

Project Redwood, slated to measure 139m-plus, is due to join the pantheon of the world's largest yachts. The 10,000GT, 36-guest, 20-cabin Nuvolari Lenard-penned design was sold by Moran Yacht & Ship - the same designer-brokerage team behind the 88m Lürssen *Quattroelle*. The highly custom project is at the engineering stage at a German yard and is due for delivery in 2019. moranyachts.com

Chef's Corner

Olivier Blengino, from 34m *Heliad II*, on how his meal was saved by a helicopter

My meals are mostly
Mediterranean
because of my Italian
origins, but I also love
Lebanese dishes. The
most difficult request
I've had is from guests
who unexpectedly
ordered caviar and
lobster at 8pm. I had
them delivered by



helicopter. My favourite dish to cook is lobster cannelloni with scallop emulsion. For good meat I go to Mario's in Golfe-Juan (Côte d'Azur) and, for good fish, Starfish in Saint-Raphaël (Provence-Alpes-Côte d'Azur). It costs about €20,000 to buy food for 12 clients and 10 crew for one week on a 50m boat. I once made €4,000 in tips in one week!



Spotlight ightharpoonup New to the market



NEW SUNRISE: \$24.9 MILLION

▶ Sold in December 2012, the 61.3m New Sunrise is back on the market, jointly listed for sale by Burgess and Edmiston & Company. Built in steel and aluminium by CRN to a design by Studio Scanu and delivered in 2000, she is Lloyd's classed and MCA compliant.



SEAHORSE: €17.5 MILLION

► The 52m Amels Seahorse has been listed for sale by KK Superyachts in Monaco.

Amels built its semi-production Tigre d'Or series at 50m and 52m. In these sizes they built eight hulls between 1997 and 2003, including Seahorse.



ROMEA: POA

► The 81.8m RoMEA has been listed for sale by Imperial Yachts in Monaco. Designed by Terence Disdale, she was built in steel and aluminium by Abeking & Rasmussen and delivered in July 2015. Her interior accommodates up to 14 guests in six cabins.



AXIOMA: €68 MILLION

► The 72.5m Axioma has been listed for sale by Yachting Partners International. Built in steel and aluminium by Dunya Yachts to a design by Sterling Scott, she is ABS classed and won a Judges' Special Commendation at the 2014 World Superyacht Awards.



NATITA: €59.5 MILLION

► The 66m Natita is on the market for the first time in six years, listed for sale at Worth Avenue Yachts. Built in steel and aluminium by Oceanco, Natita was delivered in 2005 with a refit in 2012. Accommodation is for up to 12 guests in six cabins



'The 36m super yacht 'Glorious' is now for sale direct from the owner.

Built in 2012 'Glorious' benefits from 4 staterooms including an owner's stateroom,

2 VIP cabins, and a twin guest cabin.

'Glorious' is well equipped for entertaining and has an enviable charter record due to her generous volume and elegant, comfortable styling.'







Hermes' scented candle cups. origami seahorse and scented pebble



Travel in style – and arrive in comfort

As the new supervacht season heads to the Caribbean, European owners can make the long-haul journey a touch less painful with these chic little items.

> First, Hermès introduces scented pebbles and origami horses for autumn. Bury them in the midst of your suitcase or layer them among evening wear for clothing that still feels freshly pressed when you finally unpack.

Next, whether on your own yacht or trying a new charter, add a touch of home to the master cabin with a pink Champagne-scented candle from L'Objet. Housed in chic Limoges porcelain and 24kt gold holders, each comes finished with a sea-inspired sculpture and makes a beautiful trinket box when the candle is extinguished.

Finally, the perfect way to unwind after your long journey is with tea taken from Marc Newson's beautiful silver tea service for Georg Jensen. Created in a limited edition of 10, each tea set takes more than three months to make by hand and comprises a teapot, coffee pot, creamer, sugar bowl and tray. Is there any better way to settle

back into the luxury supervacht life? Hermès scented origami horses, £52 for four, scented pebble, £167, uk.hermes.com; L'Objet sealife candle, €180, l-objet.com; Marc Newson silver tea service for Georg Jensen, £82,000, georgjensen.com





MULLER TIME

Franck Muller's singular timepieces live up to the brand's moniker - Master of Complications. Hardly a quarter of a century old, this admired luxury watch house fuses bold contemporary design with classic, precise Swiss know-how.

The latest collection is dedicated to its partnership with The Italian Sea Group, which resulted in the Franck Muller 55, the first of a new generation of yachts that was launched at Monaco.

The vessel's slender curves are referenced in the new Yachting timepiece series, which draws inspiration from the brand's Vanguard collection, and also sports nautical detailing with its marine blue case. The watches have an automatic movement and are available in titanium, rose gold and stainless steel, in classic, chronograph and tourbillon functions as a tribute to state-of-the-art technology, craftsmanship and the seafaring world.

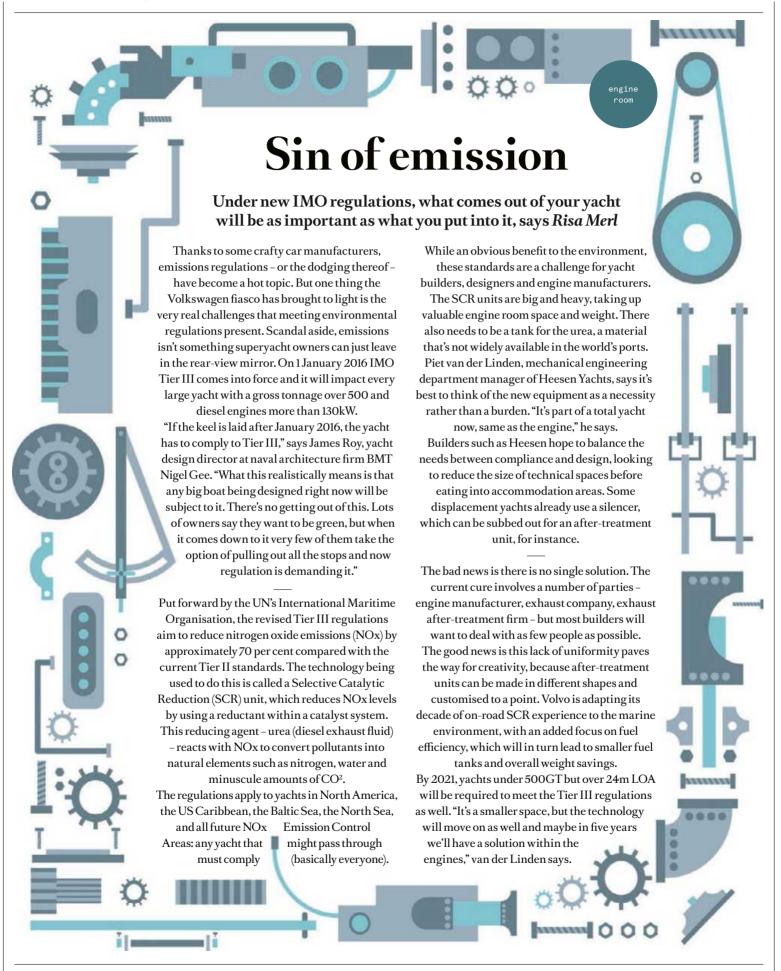
From CHF9,800 for stainless steel model; franckmuller.com



DUNYA DEAL

Turkish builder Dunya Yachts has signed a letter of intent to build a 100m called Project Blade, with YPI representing the owner. The motor yacht, with exterior design by Ken Freivokh, will be nearly 30m longer and 3,000GT more spacious than her predecessor, Axioma, as well as boasting a much more modern look: "[Project Blade] makes full use of the latest glass technology and structural developments to provide large uncluttered openings and panoramic views," says Freivokh. The boat will feature an aft infinity pool, a massive beach club spa and dual-purpose rooms such as a tender garage/nightclub and a cinema/saloon. dunyayachts.com

...superyacht horns sounded in unison to mark the end of the 2015 Monaco Yacht Show the 2015 Monaco Yacht Show





Dynamiq S4. LOA: 39 meters (126'8"). Speed max: 25 knots. Fuel consumption: 90 1/h (24 USG/h) @10 knots; 750 1/h (198 USG/h) @19 knots; 950 1/h (251 USG/h) @21 knots. Range: 2800 nm @10 knots.

IT'S DYNAMIQ TIME!

Excitement of cruising over 20 knots with cutting-edge Fortjes pod drives. Comfort of an innovative, aluminum round-bilge hull and freedom of transatlantic range. Complete relaxation, workouts or vibrant parties on a 20-meter-long sun deck. Transparency with clear online pricing. Engineered in The Netherlands to the highest standards, and built with the passion of Italy's Tuscany. Dynamiq takes yachting to another level. Intelligent and modern-day chic. Like no one else does.

Visit www.bedynamiq.com and create your 39-meter D4 superyacht right now with our industry-first online configurator. Starting at just 13.900.000 Euros*. Delivery in 24 months. Extensive options. Easy choices.

*Price for D4 model. Ex-works, excluding taxes and registration charges.





virgin gorda, bvi 9-12 march 2016 Loro Piana Caribbean Superyacht Regatta and Rendezvous

▶ The Loro Piana Caribbean Superyacht Regatta & Rendezvous returns to the beautiful British Virgin Islands with a fantastic fleet registered for 2016. Hetairos (66.7m Baltic), Ganesha (46m Vitters), Freya (27.7m Nautor's Swan), and Atalante (38.8m Claasen) present strong competition to 2014's victorious winner Nilaya (34m Baltic). The Westport Rendezvous allows motor yacht owners the chance to follow the racing and enjoy an extensive social programme. Hosted at the YCCS, the event brings together sail and motor yachts of 24.4m and above. Enter now; Notice of Race is available at loropianacaribbeansuperyachtregatta.com.

KITZBÜHEL, AUSTRIA 22 FEBRUARY 2016

Young Designer of the Year Award

▶ The Young Designer of the Year Award, sponsored by Oceanco, will once again be awarded as part of the ShowBoats Design Awards on 22 February in Kitzbühel, during the ever-popular Superyacht Design Symposium. The Award celebrates the best of supervacht design from the boards of student and trainee designers. The competition has been designed to relate to a realistic client request, in order to provide valuable practice and experience for a young designer. The Award has quickly become a symbol of pride and distinction for the industry's design professionals and provides the winner with the unique opportunity to receive critical acclaim in front of an international audience of supervacht owners, designers and industry leaders, and network among the most influential players in the yachting industry. Entries close 30 November

and can be submitted at showboatsdesignawards. com.

PHUKET, THAILAND 16-18 DECEMBER 2015 Asia Superyacht Rendezvous

▶ The award-winning Kata Rocks resort prepares to welcome some of the world's most beautiful sailing and motor yachts for the 15th edition of the Asia Superyacht Rendezvous. The three-day programme includes racing, a "Rendezvous Booty", an owners' dinner and the popular "Feadship Challenge". For more information and late registration, visit asia-superyacht-rendezvous.com.



FLORENCE, ITALY 14 MAY 2016 World Superyacht Awards

► Established in 2006 the World Superyacht Awards recognise the ingenuity and innovation demanded by the construction of the world's finest luxury yachts. With the support of Navigo, Tuscany's largest network of yachting industry firms, the 2016 awards relocate to one of the world's most beautiful

cities: Florence. Navigo represents some Italian builders of excellence who are ready to show the industry their expertise. Yards include Benetti, CRN, Mondomarine, Perini Navi, Rossinavi, Sanlorenzo and VSY. Dario Nardella, Mayor of Florence, notes the importance for the city to host this event for the first time: "The World Superyacht Awards is an important event in the supervacht industry. We are proud to be partners of this exclusive event and the city is ready to welcome its prestigious guests."

Don't miss the opportunity to win a coveted Award. Nominations close on 30 November and can be submitted at worldsuperyachtawards.com.

> KITZBÜHEL, AUSTRIA 21-23 FEBRUARY 2016

Superyacht Design Symposium

► The 2016 Superyacht Design Symposium will be chaired by renowned design critic Stephen Bayley, and host some of the biggest names in design - from supervachts to supercars, and beyond. The 2016 edition will not only see the return of some of the industry's leading designers such as Terence Disdale and Espen Øino, but also feature some of the biggest names from outside the superyachting world, including Lapo Elkann, founder of Garage Italia Customs, Gerry McGovern, design director of Jaguar Land Rover, and Nicky Haslam, founder of NH Design. The two-day Symposium programme includes varied topics such as What is the new luxury? and What has a superyacht got in common with a warship? The event sees the return of the entertaining Ski Cup, presented by Foil and fun social activities embracing the Alpine environment. Tickets on sale now: book your place at worldsuperyachtawards.com.



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Have it both ways

Sander Sinot has revealed a wild concept for a "bi-directional" and symmetrical 180m yacht. The Symmetry design, which is the same shape stern and bow, could cruise in either direction. The studio shared a 3D model with naval architects at BMT Nigel Gee, who "confirmed technical feasibility", according to Sinot, founder of Sinot Exclusive Yacht Design. "The symmetrical shape of the hull allows for a bi-directional course, tight manoeuvres and pivoting," he says. Unconventional features include a float-in tender garage, three pools, VIP cabins with balconies, a garden, cinema and children's playroom. The design has a beam of 29m and exterior living spaces of more than 1,000m². sinot.com





ULTRA-COOL IN A COLD CLIMATE

Florentine fashion house Stefano Ricci turns its attention to the Alps this season with a new collection dedicated to yachting's wintry sibling; skiing.

Designed using cutting-edge technical fabrics in conjunction with the brand's traditional tailoring methods, the collection offers functional yet elegant styles ideal for showing off your prowess on the slopes. Of course, with cashmere turtlenecks and goose-down vests on offer, there's plenty to love for *après ski*, too.

The capsule collection also marks Stefano Ricci's first foray into children's clothing with styles for boys in youthful oranges and blues to complement the men's palette of grey and black. Conceived as an

all-round lifestyle line, however, the options do not end at clothing. Complete the look with goggles, helmets, poles and skis all given the luxury Stefano Ricci treatment and available in sporty blue-and-white or classic wood finishes.

Stefano Ricci Ski, POA, stefanoricci.com

Spotlight > Seriously for sale



MARTHA ANN: \$89 MILLION

► The 70.2m Martha Ann, listed for sale by International Yacht Collection, has had a \$21 million price reduction. Built by Lürssen to a design by Espen Øino, she was delivered in 2008 and refitted in 2014, and accommodates 12 guests in six cabins.



SWEET DOLL: €9.4 MILLION

The 46m Sweet Doll has had a €4.6 million price reduction at Moran Yacht & Ship in Fort Lauderdale. Designed by Omega Architects, Sweet Doll was built by Heesen to ABS class, delivered in 2003 and was extensively refitted in 2006/2007.



LADY SHERIDAN: \$48.9 MILLION

► The 57.85m Lady Sheridan, listed for sale by Denison & Daves, has had a further \$6.1 million price reduction. Built by Abeking & Rasmussen, she was launched in 2007 and features exterior and interior design by Donald Starkey.



SOVEREIGN: \$44.5 MILLION

► The 54.9m Sovereign, listed for sale by Northrop & Johnson, has had a price reduction of \$4.5 million. Formerly Harbour Island, she became the flagship of Newcastle Marine when launched in 2011, the largest boat the yard had ever built.



CINDERELLA IV: €10.75 MILLION

The 39m fast-sailing yacht Cinderella IV, listed for sale by Y.CO, has had a €2 million price reduction. Built by Vitters, she was delivered in 2009 as a lightweight, highperformance cruising sloop, ideal for charter.

Ψ The WORLD SUPERYACHT AWARDS 2015

WINNE

37.9 m SO'MAR

TANSL

info@rizatansu.com www.rizatansu.com



Ramp up the romance and snuggle next to this 19th century English fireplace in the forward dining saloon of this 100m evergreen yacht.

Attessa IV



Six of the best

Onboard fireplaces

At the forward end of the dining room on this 133.8m Fincantieri is a magnificent glass-enclosed gas fire pit. Send for the marshmallows!

• Serene



• Ester III

Reymond Langton made sure this 65.8m Lürssen resembled an intimate home - including a snug fireplace in the main saloon.

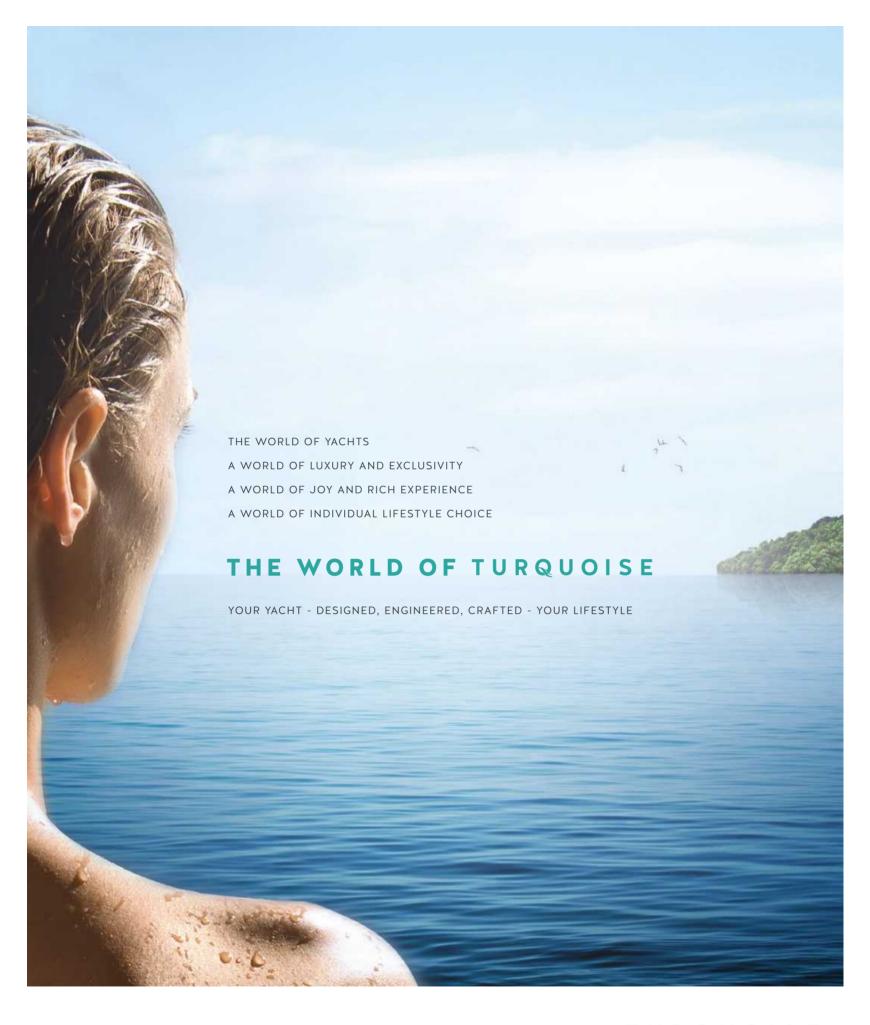
Solandge Sit back and ignite the feeling of relaxation in the large seating area forward of the dining table on this 85m Lürssen.



Far Niente Panoramic views aren't the only sizzling feature in the upper saloon of this 39.6m Westport. The lovely fireplace will spark interest, too.













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Reasons to Join BLUE

#9

Oceans serve as the world's largest source of protein, with approximately 3 billion people depending on seafood as their primary source of protein.

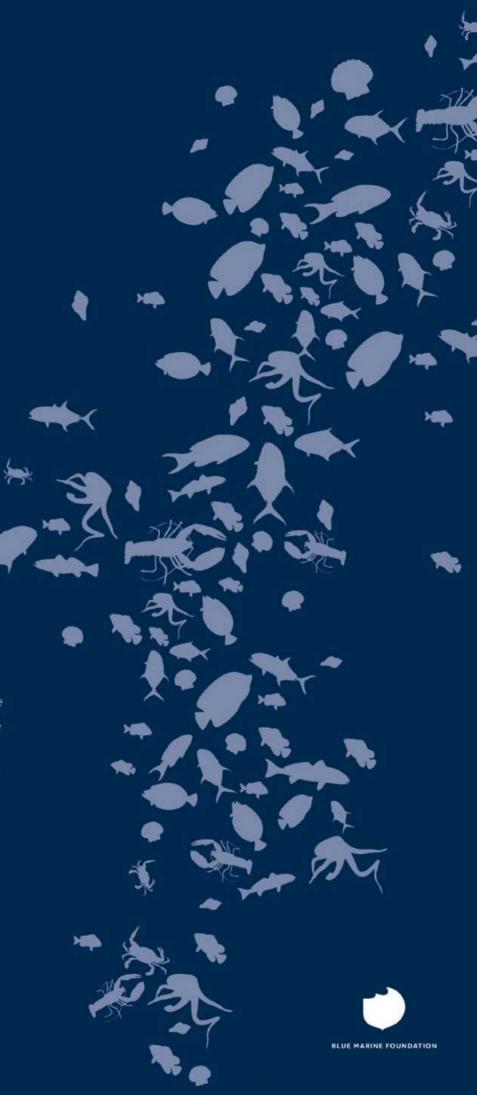
BLUE's mission is to get 10% of the world's oceans protected by 2020. We endeavour to bring about marine regeneration on a massive scale by creating a worldwide network of marine protected areas. In five years we have already helped to double the area of ocean under protection to over 3%. There is still a long way to go.

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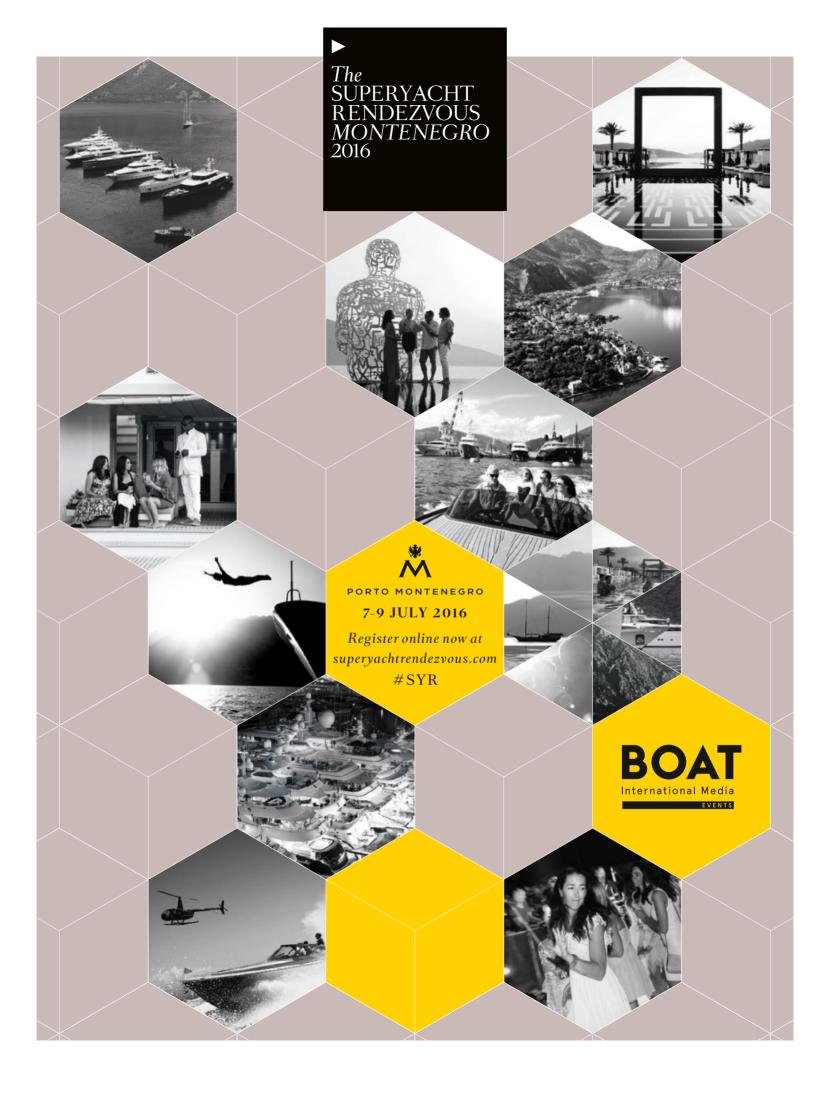


The most coveted watches, stand-out jewellery, slick gadgets and must-have accessories. Here's what to buy the man (and woman) who has it all

Photographer - Graeme Montgomery Stylist - Natasha Heasman







TIME LIKETHE PRESENT

Classic or state-of-the-art watches are gifts that last for, well, a long time, says Simon de Burton

value. You are paying

for skill, knowledge,

technological investment,

exclusivity and time

high-end wristwatch is something far greater than the sum of its parts – even more so than a boat. There are precious few other mechanical objects with a practical purpose that can be put to use 24 hours a day, every day, and will last for decades (even generations) to come.

The common belief is that a significant portion of the value of a luxury watch lies in the materials going into making it, and that's true in the case of heavily gem-set models (which, incidentally, invariably plummet in value once they become "pre-owned").

But when it comes to the type of connoisseur pieces pictured on these pages, the cost of raw materials – such as the metals used to make cases – usually represents only a fraction of the value. What you are paying for is far more valuable: skill, knowledge, technological investment, exclusivity and, above all (perhaps most appropriately), time.

The £108,130 Patek Philippe Grand Complication, shown in the top-left corner of the watch box, contains a hand-wound movement comprising no fewer than 456

components. Most of these are made by advanced, computer-controlled machines that carve out tiny parts to minute tolerances to ensure an exceptional level of fit, finish, longevity and timekeeping accuracy.

Each part of Patek Philippe's masterpiece still needs to be hand-finished before being put together so all its functions – which include a chronograph, a perpetual calendar and moon phase display – work in perfect harmony. And that hand-finishing doesn't extend merely to polishing and chamfering but to more advanced crafts such as intricate engraving and skeletonising, and decorative effects such as perlage (small overlapping circles) and "Geneva striping" (a rank of etched bars).

Improving timekeeping accuracy, shock resistance and overall performance can add considerably to the value of a watch, too. Omega's

delectable Trésor (seen in the bottom-right corner of the Linley watch box overleaf) was inspired by a model first released in the 1940s. Although it retains the classic look of the original, the 21st century Trésor is an altogether more sophisticated piece of engineering. It is fitted with Omega's latest Co-Axial hand-wound, anti-magnetic movement, which is chronometer-rated and one of the most accurate mechanisms on the market

The Greubel Forsey GMT in platinum (in the Linley watch-winder overleaf), meanwhile, costs £465,000 for a variety of reasons. The finish of every component is utterly superb; its tiny, hand-decorated globe revolves anti-clockwise at exactly the same rate as planet earth and it carries one of the most sophisticated tourbillon mechanisms ever created. But what makes a Greubel Forsey watch especially covetable to high-end horophiles is its exclusivity. The company makes no more than 100 watches per year, with each variation being restricted to a small number of examples.

Exclusivity can be had for less, of course, as demonstrated by the makes and models customised and sold by George Bamford's

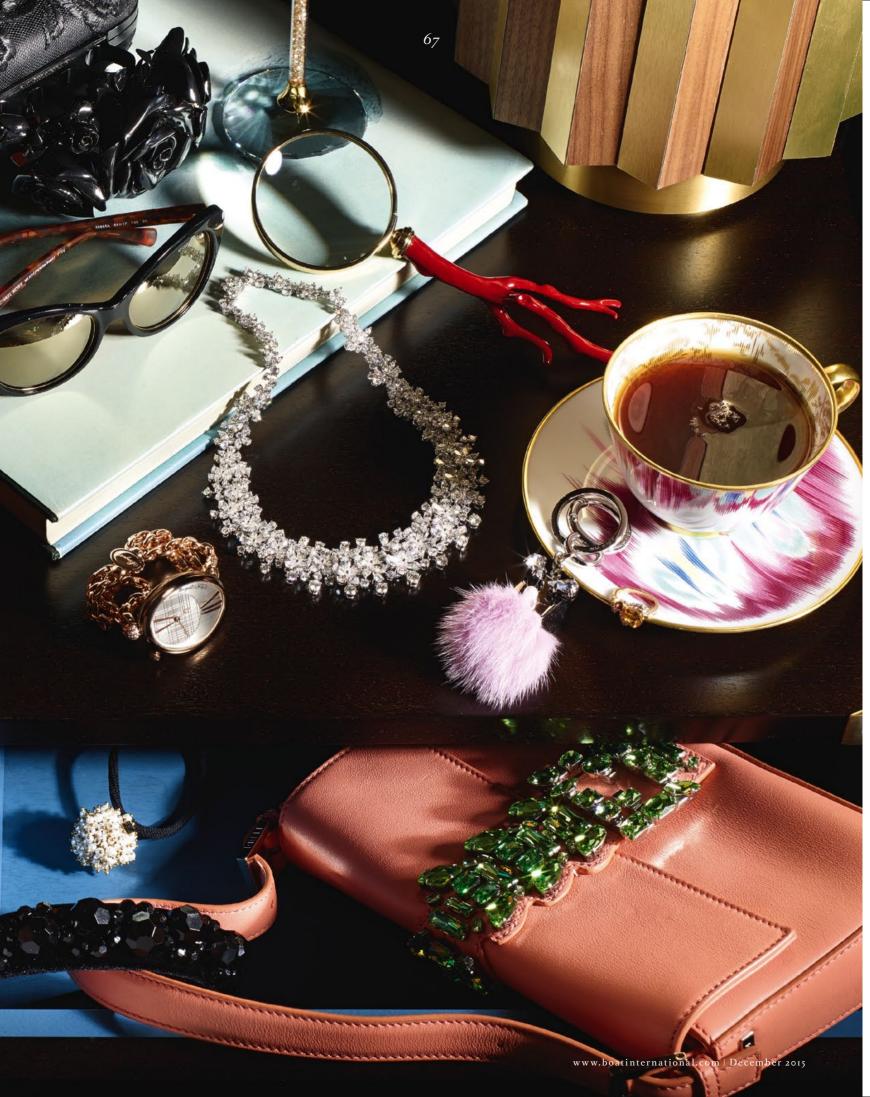
Bamford Watch Department, which makes standard watches special by treating them with a military-grade black coating and tweaking dial designs with the addition of special colours and other bespoke touches.

Similarly rare is Richard Mille's RM 07-01, the white, cushion-shaped watch seen in our line-up of women's gifts. With a case made from high-tech white ceramic and a lapis lazuli dial, it features an intricately skeletonised mechanical movement made partly from titanium and fitted with the brand's patented "variable geometry" self-winding rotor that adapts to the movements of the wearer. In suitably exclusive style, the watch celebrates Richard Mille's sponsorship of the Polo Club Saint-Tropez with just 30 examples being made. One would be the perfect accessory for her travel jewellery pouch this Christmas.











alk to anyone involved in the world of luxury goods and they will tell you that this knotty problem lies increasingly at the heart of what preoccupies the designers, creatives and businessmen driving global luxury brands. Because, quite simply, as fashion and design have become more and more available, and as the names of fashion houses have transitioned from being the preserve of a few cognoscenti to the darlings of massed ranks of consumers who spray on the latest designer fragrance daily, happily sling an "It" bag over their arms or don a pair of sunglasses sporting a famous logo, there is a growing desire for special things that cannot be purchased in the luxury emporiums that seem to have sprung up in every city in every country of the developed world. However, when it comes to clothing and accessories, the answer is perhaps more straightforward than it at first appears, requiring nothing more than a modicum of research.

Essentially, there are three ways in which you can achieve individuality in your personal style. The first is the simplest: the "off-the-beaten-track" approach, where you seek out labels that are more obscure than the global superbrands that many content themselves with.

Take Caruso, for example. This is an Italian house with a solid tailoring heritage that now finds itself under the guidance of one Umberto Angeloni. Named after its founder, Raffaele Caruso, who set up his tailor's workshop in the province of Parma in 1958, Angeloni has reimagined Caruso as a celebration of Italy's twin fashion heritage of romance and craftsmanship. As well as classic tailoring, here you will find a wool kimono, a baby llama and wool evening coat with a swakara interior and a wool

glencheck cloak with a cotton hood. Caruso can be purchased in its own stores in Milan and New York by anyone, but the point is that many don't yet know of it, and what it provides – even its more traditional designs – is unusual enough to make the wearer feel like part of an exclusive club.

The second method of differentiation is to seek out limited editions. That way you are guaranteed a degree of exclusivity. Luxury watch companies, in particular, have been on to this for a while now, which makes sense when you consider that their core business is to mass produce machines you might find on anyone else's wrist in a meeting or at a dinner party. Hence the appeal of a finite supply.

Consider the Bremont Victory watch, for example, which

incorporated original oak timber and copper from HMS Victory (launched 1765), Lord Nelson's flagship at the Battle of Trafalgar. Restricted to 250 models in stainless steel and 40 in rose gold, they sold out and are now available only second-hand. Or the 10 "skeletonised" marine chronometers Bremont has made to celebrate its involvement as official timing partner of the America's Cup or, indeed, its astonishing collaboration with Rolling Stone Ronnie Wood, who has hand-painted a small number of marine chronometers for the British watchmaker, and is apparently available to do more on request.

Of course, limited editions are not confined to timepieces and increasingly you will find special items from fashion houses created in small numbers. However, the place this philosophy inevitably leads you to is one where brands have a capacity to make a limited edition of just one, and this is where things get truly personal. Bespoke tailoring

has been around for years but today the principle of being able to create a one-off for yourself has been applied well beyond the tailor's shop. At Turnbull & Asser, for example, where you can have clothing made to your specifications, you can now also have a motorcycle helmet artworked uniquely and even to match a Turnbull & Asser pocket square, for what must surely be one of the most unusual of dandy combinations.

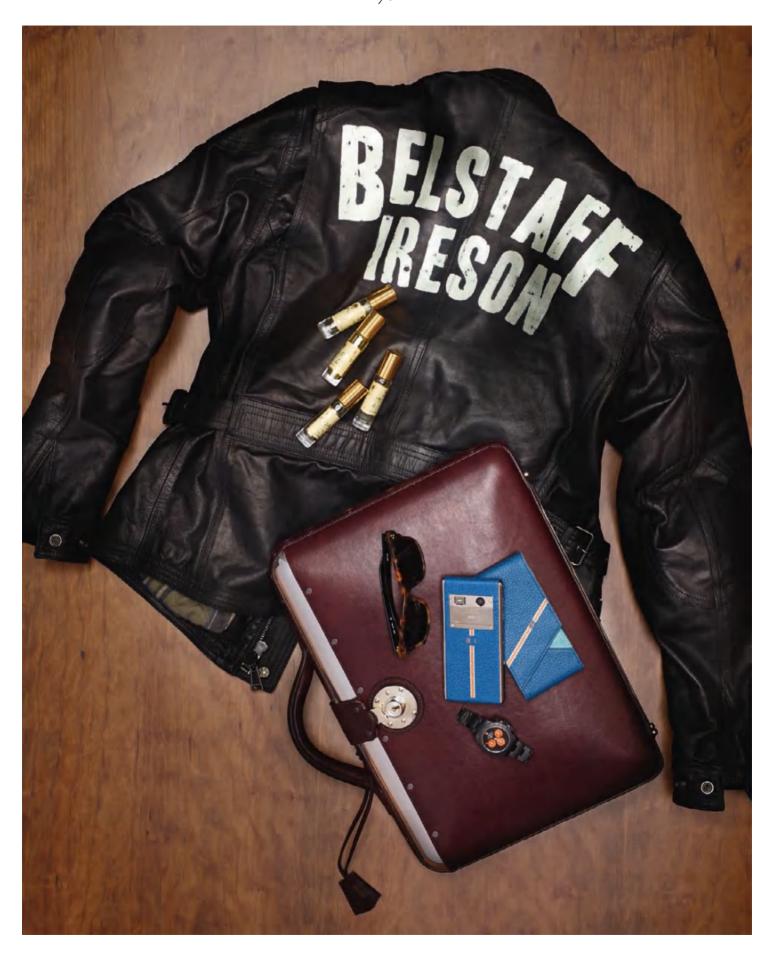
The custom-built or decorated shoe, watch, spectacles, luggage, cufflink, whatever, is now a badge of distinction, and increasingly available. One service we particularly like is at British bag-maker Gladstone London. Here, if you have a much-loved vintage piece of luggage, its craftsmen will make you a modern-day replacement. This falls under the Gladstone Bespoke "Icon" Series that also offers

archive designs that are no longer available. Crucially, Gladstone boasts a team of skilled artisans who still know how to fashion leather bags using genuine old-school techniques.

On the facing page and overleaf we've curated some special items that will mark you out as a man of good, and individual, taste. However, the best advice we can offer is that, if you like the look of a particular brand, make enquiries about whether it can make something exclusively for you. You'll be surprised how often it's possible, and as a result you will be able to sport pieces that speak of your own aesthetic connoisseurship, safe in the knowledge that you won't run into anyone else rocking the same look. carusomenswear.com; bremont.com; john@gladstonelondon.com

THE POWER OF ONE

Why tailored, bespoke – and very limited editions – are the ultimate luxury By Peter Howarth



From top to bottom: Belstaff motorcycle jacket, POA, belstaff.co.uk; Bespoke Perfume Design, by Floris, £4,500 (customisation service £450), florislondon.com; No.25 Briefcase, by Passavant and Lee, \$2,850, passavantandlee.com; TD Tom Davies sunglasses, £295 (customisation adds £200), tdtomdavies.com; Vertu mobile phone, £5,300, vertu.com; Rolex Daytona watch, by Bamford, £16,500, bamfordwatchdepartment.com





Unleash your senses. The new S-Class Cabriolet.

Mercedes-Benz

The best or nothing.



For Him

LEATHER LOOK DOLCE & GABBANA

Fancy adding a little excitement to your shaving routine? Dab a little of Dolce & Gabbana's Velvet Exotic Leather eau de parfum behind the ears. A potent mix of clary sage, lavender and rum will conjure memories of vintage liquor and the back seat of a Bentley. £290, harrods.com



FAIR ISLE FOR ALL

MONCLER Wrap up against cold spells with this wool and alpaca-blend jumper by the expert in cosiness, Moncler. It looks like it's hot off Grandma's knitting needles, but has a whole heap of savvy temperature-control tech stitched into the seams. £355, matchesfashion.com

DESK BLING PATRICK MAVROS

If you're bored with glass orb paperweights, bring the sea floor to your desk with a Patrick Mavros silver sea urchin. Each gleaming sculpture is made in Mauritius using ancient wax-casting techniques and can be cast in gold or set with precious stones. Medium set £830, patrickmavros.com

SOLDIER ON

Be a real trooper and march off to bed in pyjamas decorated with the colours of the Argyll and Sutherland Highlanders regiment. There's no need to be too much of a tough man, though: these Derek Rose jim-jams are crafted from butter-soft satin cotton and even have elasticated sides to amp up the comfort factor.



WAVE PROOF MONTBLANC

Even on choppy waters, the precision of the Meisterstück Solitaire LeGrand fountain pen won't waver: its 18kt gold-and-rhodium-plated nib will glide across your missives with aplomb. Expect the smoothest "wish you were here" you ever did write. £1,015, selfridges.com

DOUBLE STING TRIANON

Bring a touch of the deep blue sea to your cuffs with these two-tone Australian stingray cufflinks. If you're colour averse, they also come in a steely black version. £1,020, mrporter.com

THINKING CAP



Wherever you are in the world, the Jaeger-LeCoultre Geophysic Universal Time watch will tell you the time wherever you want it. As you cross time zones, the hour hand will simply hop forward or backwards, independently of minute and second hands, to avoid any loss of precision. It also has a shiny pink gold case and an alligator leather strap to further seduce you.

£18,300, www.jaeger-lecoultre.com



DRIVE ON TOD'S

The classic car shoe has had a revamp, with contrasting panels in subtle tones that won't scare the fish. Once you've worn a pair, you won't want to drive, walk or lounge in anything else. From £260, tods.com



£146, derek-rose.com



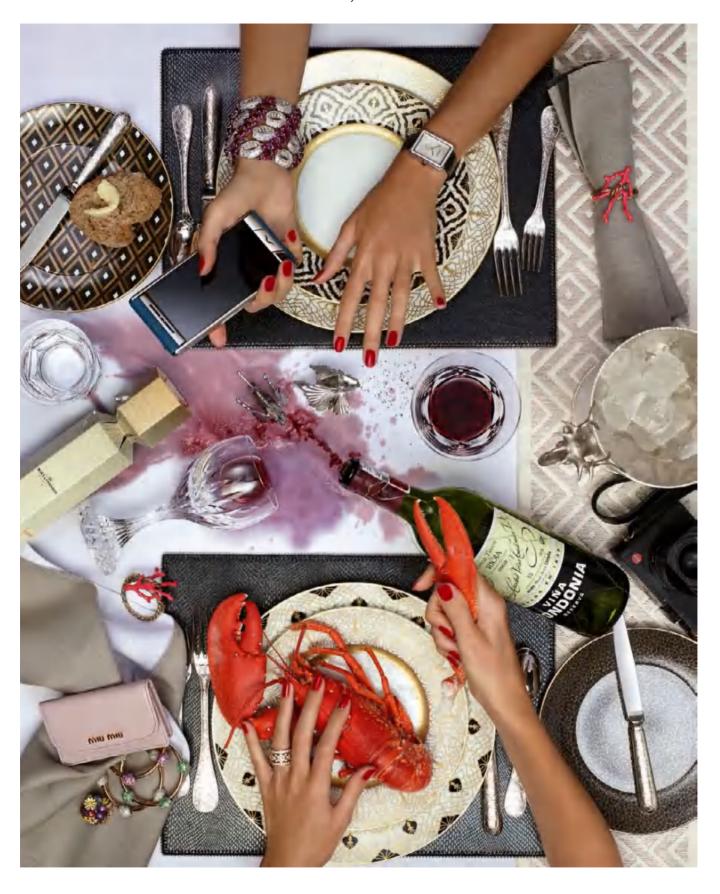


"I don't need another pair of sunglasses," said no boat owner, ever. Choose these tortoiseshell Cutler and Gross shades to expand his ever-growing collection. £390, cutlerandgross.com









From top to bottom: John Lewis cotton tablecloth, £50, johnlewis.com; Victoria Bain embroidered table runner, £95 per metre, victoriabain.co.uk; Anaconda placemat, by Sybaritic, £52.95, from Harrods; Robert Haviland & C Parlon porcelain plates, £570 per set, from Harrods; Chilewich napkins, £24.99, from Harrods; Malmaison sterling silver knife, £259, fork, £316, spoon, £316, all by Christofle, from Harrods; G London diamond bracelet, £653,846, from Harrods' Fine Jewellery Room, +44 20 7225 5714; Boy-Friend 18kt white gold and diamond watch, by Chanel, £18,000, chanel.com; L'Objet coral napkin jewels, £115, from Harrods; Arris tea plates, by Wedgwood, £130 for set of four, wedgwood.co.uk; Vertu mobile phone, £5,300, vertu.com; Harcourt 1841 old fashion tumbler, by Baccarat, £190, from Harrods; Asprey Champagne cooler, £13,000, asprey.com; Massena glass, by Baccarat, £160; Moët & Chandon mini crackers, from £19.99, moet.com; L'Objet fish spice jewels salt and pepper shakers, £145, from Harrods; Harcourt glass, by Baccarat, £120; 2002 Viña Tondonia Tinto Reserva, by R. López de Heredia, £29.95, bbr.com; Leica Q camera, £2,900, leica-camera. com; Miu Miu leather cardholder, £150, net-a-porter.com; Tango bracelets in rose gold, by Pomellato, £19,100 each, pomellato.com; Van Cleef & Arpels yellow gold and diamond ring, £8,600, dior.com







superyacht gifts: boatinternational. com/xmas-gifts

For Her

CHANTILLY SEDUCTION

AGENT PROVOCATEUR We defy you to wear the 1930s-inspired Zeniya slip and not feel like a silver screen seductress. Crafted from the most delicate French lace and silk satin, this is a nightgown like no other. £1,595, agentprovocateur.com

FRESH FACED

LOUIS VUITTON

Plain faces are forgettable - make sure your timepiece has a precious dial to rival your best jewels. This Louis Vuitton watch has a solid opal face that puts the shimmer of the ocean to shame. POA, louisvuitton.com

GROWN IN GRASSE DIPTYQUE

The jasmine flowers plucked for Diptyque's Essences Insensées are culled only in the autumn, when the flowers are almost candied. Spritz yourself with the scent of the Grasse hillsides, but don't be surprised if butterflies flock to your shoulders. £100, harrods.com

SLEEPWALKER

FRS

Meet the pyjama top you can wear ashore. Milanese label For Restless Sleepers designs readyto-wear pieces inspired by vintage silk pyjamas. Wear the matching bottoms with vertiginous heels to dinner, then simply kick off your shoes when you're ready to collapse into bed. Top, £435, net-a-porter.com

AHOY!

EDIE PARKER

Style mavens will coo over a personalised Edie Parker clutch bag: pick the font, text colour and hardwear and eight weeks later your bespoke beauty will land on deck. £1,200, edie-parker.com



CELESTIAL WONDER

signature Noble Gold is a secret, but we do know that it complements cognac diamonds like nothing else. Wear the heavens on your finger with this burnished star ring and you might just need to buy the rest of the collection.

STARRY SPINELS

TWINKLE TOES DOLCE & GABBANA

The problem with Dolce & Gabbana's rainbow lace pumps is the rainbow part: once you see one pair, you'll crave the 16 other colours. Buy as many as you dare, we won't judge. POA, dolcegabbana.com



H.STERN H.Stern's recipe for its

£4,600, hstern.net

HAPPY FEET JIMMY CHOO

What could be more frivolous than a pair of peep toes with whopping big bows around the ankles? Strictly to be worn for parties, parties and more parties. £595, jimmychoo.com

December 2015 | www.boatinternational.com



Asprey delved into its archives to inspire the silhouette of the 167 Mini handbag, crafting it in crocodile leather and adding a bejewelled tassel. Enjoy watching her face as she opens the white leather box and unearths it from its purple velvet nest. £14,300, asprey.com









ASPINAL





From left to right: Rosé Champagne 2009, by Nyetimber, £45, waitrosecellar.com; Ralph Lauren Champagne cooler, £295, ralphlaurenhome.com; Somerset Champagne flute, by Linley, £65, davidlinley.com; Swarovski crystalline toasting flutes, £249 for set of two, swarovski.com; Dom Pérignon rosé vintage 2004, £300, domperignon.com; Elegance Champagne cooler, by Waterford, £140, waterford.co.uk; Pol Roger magnum vintage 2004, £150, polroger.co.uk; Special Cuvée, by Bollinger, £45, champagne-bollinger.com; MCIII, by Moët & Chandon, £330, moet.com; Georg Jensen Champagne bucket, £95, from Harrods.

In front: Classic Cuvée, by Nyetimber, £31.99, waitrosecellar.com



ne rainy day in March 2007, Away Soni borrowed his brother's new £830,000 Bugatti Veyron and thrashed it at 100mph along a road in Surrey, UK, speed limit 40mph. With minimal delay and total predictability, Soni collided violently with a Vauxhall Astra before coming to a sudden, expensive halt against a high bank. Veyron and Astra were now worth roughly the same amount. Soni's brother had waited a year for his supercar and possessed it for a week.

There are some people who like stories like this – and some who really hate them. The car owner, obviously, is in the latter camp, but also the car-maker itself, and all those engineers, mechanics and designers who've lovingly tended the creation of this uber machine that now appears as a crumpled mess on page five of a tabloid newspaper. They take it rather personally that someone with not enough sense,

training or respect has jumped in their baby – something faster than he can comprehend – and carelessly binned it.

For a marque such as McLaren, the strain of supplying movable, breakable luxury has been ever-present for years. Founder Bruce McLaren loved seeing his vehicles on the road - and did for the first time in 1969. But the stakes were raised to stratospheric levels in 1992, when McLaren created the F1 road car, a vehicle of such high concept and engineering that it made the papers - but for all the right reasons. A carbon-fibre car, with an exhaust compartment lined with gold! McLaren didn't just trickle its proprietary tech down from Formula One, as grab it wholesale and engineer it into designer Gordon Murray's streamlined envelope. Even the driver's seat was in the middle. To own one took money; to drive it took nerve and training. McLaren was

naturally very keen to offer support. Now, years later, that customer experience has reached its logical high point.

Pay one of the privileged visits to the McLaren Technology Centre in Woking, UK, and the sense of heritage – plus a faint smell of motor oil – is overtaken by the ticking of technology behind every blank white wall and through every pane of glass. Along a curving boulevard behind a man-made lake is the past: highlights of McLaren's more than 50 years' racing success. But nearby, on a turntable, is the new 650S supercar created by the company's McLaren Automotive arm; while the lake itself powers a huge wind tunnel (145 metres long) that tests both F1 and road vehicles. Beyond the far end of the boulevard is the Formula One garage itself, where the cars of Jenson Button and Fernando Alonso are brought to be cleaned, piece by piece, and rebuilt after every race. And beyond even that is the Production Centre, where the real story lies.

Here, being assembled by hand, is the P1 GTR, the ultimate track car, with the ultimate driver support. In an environment cleaner than most hospitals, the only real sound is the squeak of slick rubber on hard floors as million-pound automobiles are eased from one testing pod (stormy

weather) to another (rough roads). The GTR is the brand new track-only version of the P1, McLaren's phenomenal 2013 road car that pushes today's technology as much as the F1 did 20 years ago. Available only to owners of the P1, the GTR puts out 986bhp for a top speed in excess of 200mph and is the most powerful car McLaren has ever built. And for £1.98 million, the purchase gives the owner not just the keys to the car, but to an entire fantasy F1 series.

With the P1, McLaren offers driver training with the McLaren P1 GTR Driver Programme, but buy a GTR and it's part of the experience. Owners are offered not just a fitness assessment and a personal training regime (these cars pull heavy G-force and drivers will also sweat, a lot) but the use of the same racing simulator employed by Button and Alonso. Practise driving a track on the sim, then McLaren will transport everyone's cars to the actual circuit to try for real, together with their own driving instructor, team of mechanics and technicians. For a whole

"race" weekend, such iconic tracks as Monza, Silverstone, Spa and Circuit de Catalunya are available to improve driving and push lap-times in a car dialled to full racing mode, with a seat moulded to the driver, cameras inside and out and painted in his own colours. All that's left for the driver to do is commit to six weekends in a season, get himself to the track and start having fun.

If this seems like a good idea but too much time, there are much more accessible options: McLaren Automotive is expanding its range of production cars at a rate of one per year – each capped at a specific number to maintain exclusivity. That 650S may sit just below the P1 in the "ultimate" list, but offers much of the same tech, a top speed of 207mph and 0-62mph in three seconds. Robert Melville, McLaren's chief designer, says the 650S "aims to offer the ultimate

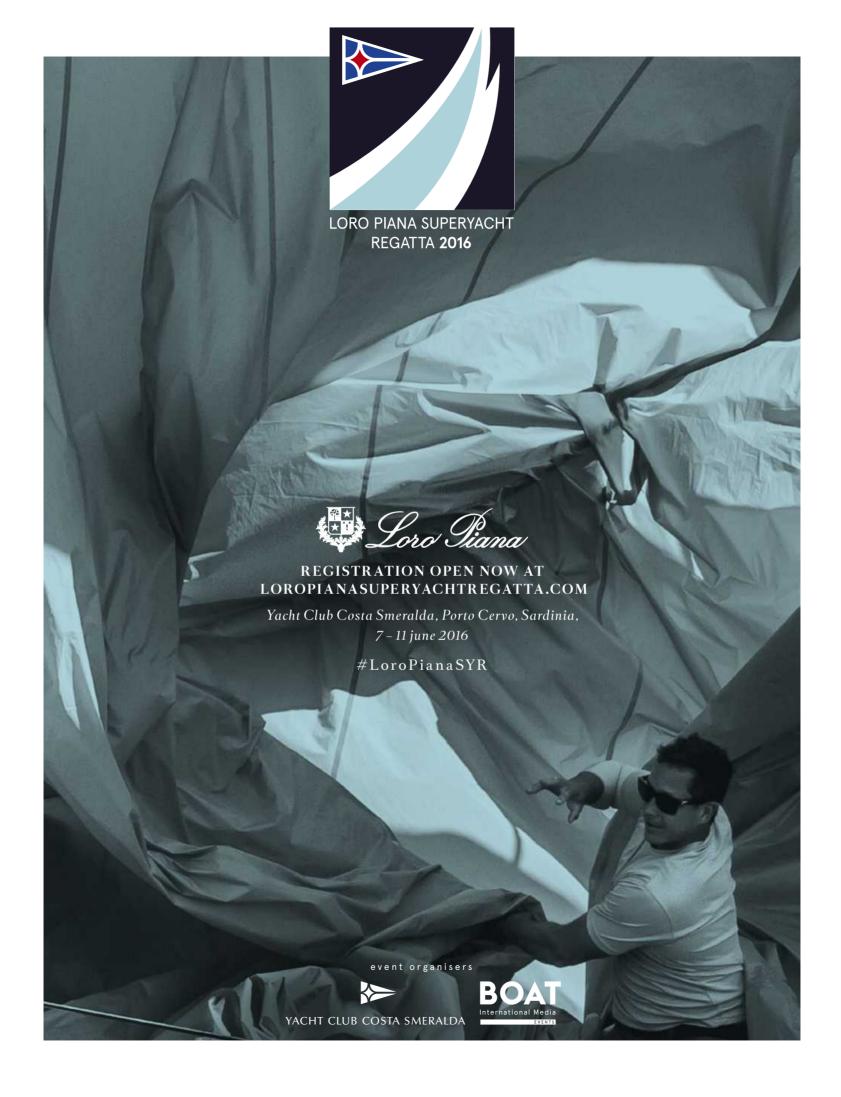
everyday experience for the driver on both road and track. We designed it to be the best and most engaging driver's car in its class, without being a stripped-out road racer".

With all that Formula One heritage, plus the F1 and P1 as direct inspirations, the 650S features the signature carbon-fibre chassis and active aerodynamics, including an airbrake to optimise stopping power, braking and loads of downforce. It won't cost you a million pounds either: every car – Coupé or Spider – is made to order, priced from £195,250. And each one is constructed by hand, of course. "Everyone who works on the cars, from initial design idea to every car rolling off the production line, take pride in knowing they were part of a process," confirms Melville. "With just eight cars leaving the production line every day, it makes it a very personal commitment."

And, yes, a programme called Pure McLaren helps you understand the car's frightening performance levels, while its "performance academy" develops your skills until you're a proper supercar driver, on track or on road. It all helps make sure that you're (almost) guaranteed never to end up in the papers, and everyone getting upset again.

DREAM, DRIVE

The McLaren marque is steeped in F1 glamour and heritage. And that can be yours in a series of soupedup, limited-edition supercars as Ivan Smith discovers





This Month: the boat lover behind Vhernier jewellery, have an exclusive Barbados Christmas, and swimming with pigs...

I never leave home without...



This month **Mark Sager** Owner of Oriana (29m)

I travel light, so rarely forget to pack what I need. The beauty of the yacht is that everything I need is on board. Currently I am reading Leaders Eat



Last by Simon Sinek. On the music side, as the executive producer for Vancouver's top band, The Boom Booms, there is no better group to listen to! I may be a bit biased.

For years upon years I have

been wearing one watch and one watch alone: the Rolex Oyster Perpetual. I never get tired of it and the only thing I would trade it for is a [Rolex] Yacht-Master II.



I have always loved being on the ocean - whether offshore sailing or cruising remote parts of British Columbia or the world. I want to make sure all my friends, family and guests are sharing the same experience, so my first concern is always the comfort and happiness of those joining in the adventure. Sharing great food, great company, and,

of course, a great adventure is the most important.



On beautiful sunny days, I enjoy

wearing my classic Ray-Bans with blue-mirrored lenses. However, while travelling through London Heathrow I found a similar pair of bluemirrored aviators... There seems to be a pattern here.

I don't have much of a technology side, although I do enjoy using walkie-talkies - classic tech.

Perhaps that is why I have a deep appreciation for classic ships.

88

Labrador Sea

Owner of Exuma

LENGTH: 50m **YFAR:** 2010 LOCATION: Toulon

Is Exuma in the vard?

Yes, she's in for her first five-year inspection and regular maintenance

What are your plans for 2016?

We'll cruise around Northern Europe, entering Russia in St Petersburg, exiting in the White Sea, before coming back through the Norwegian islands and fjords and heading to Western Scotland

• What attracted you to Russia?

My ancestry is mostly from northern Russia and I am fond of ancient Russian art

Where exactly will you go?

St Petersburg, the historic monastery on Valaam island in Lake Ladoga, the wooden churches of Kizhi Island in Lake Onega, the sacred monastery of the Solovetsky Islands in the White Sea, and Arkhangelsk

• Have you cruised there before?

No. The inland waterways of Russia have only been open to private foreign yachts since 2012

· How long will you spend in Russia?

Two weeks

• How's your Russian?

It is a bit rusty... But I am confident that Russkiy Standard vodka will cure that



LENGTH: 33m YEAR: 2014 LOCATION: Mallorca

What did it feel like to win a World Superyacht Award this year?

It was an exceptional experience. I was happy to see that external judges recognised and rewarded all the work done by the people designing and building this yacht. For them it was the best recognition for their work and nobody will ever forget that

• Has she performed as expected since delivery?

She has exceeded all expectations. She is very comfortable in cruising mode and incredible when racing. Even when you are cruising she encourages you to sail your best. In the first year alone, we did 19,000 nautical miles in all weather conditions and it was a real pleasure to sail her

• How important is racing to you? It's the highlight of my season. I started racing at a very young age and raced

in many different boat classes over the last 50 years. But WinWin is definitely the most exciting boat I have raced on

Do you like to helm while racing? Yes, I always helm the yacht. It would be very competitive if all owners did that

• Which is your favourite regatta?

I love the Superyacht Cup in Palma because of the reliable wind conditions and the sea state. If the courses are interesting, the racing can be very challenging

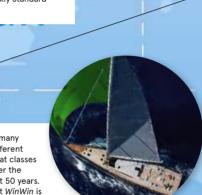
• Where's your favourite place to cruise? Italy, especially the Capri area. It's a great combination of lifestyle, nice people, good food and a scenic coastline

 Are you crossing to the Caribbean this winter?

No, we're staying in Mallorca over winter and will do a lot of daysailing. Next year we are back in the Caribbean

Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from deck and your top trip tips











othing ruins paradise quicker than a queue. That charter with friends you've been looking forward to, or the precious two weeks aboard your yacht with the family in some paradise location – turn up frazzled and stressed by the ordeal of multiple airports and it's three days in before you're fully unwound. It should therefore be obvious to anyone in superyachting that the best way to access these beautiful boats is by private jet. And this is now simpler and more convenient than ever thanks to our Owners' Club event partner NetJets, which has more aircraft in its fleet than any other company in the sector.

The synergies with yachting are clear. NetJets can get you into smaller airports, closer to your boat, quicker than anyone else. Racing in the Voiles de St Tropez? NetJets will get you into La Mole airport, just 25 minutes from the action, saving you a long drive from Nice. The company trains its pilots to fly into airports like this, making the whole world accessible to yacht owners like never before.

The company, founded in 1964, now has 6,000 owners sharing more than 700 aircraft. It operates a fractional ownership model, offering owners shares as small as 1/16th, or 50 hours' flying time – plenty for a season of trips to and from the Caribbean. "We are increasingly seeing individuals that used to own their own jet, or even multiple jets, switch to NetJets," says Marine Eugene, director of sales for NetJets Europe. "Clients pay only for the time they are on the aircraft and we are able to pass on valuable economies of scale."

The yachting market is one being actively targeted by the company, and the South of France is one of NetJets' most popular destinations – in 2014 alone, the company had more than 2,500 flights arriving in the region. "NetJets and yachts have a lot in common," continues Eugene. "Each represents the optimal way to travel: luxury, privacy and flexibility."

Booking a NetJets flight is now as easy as tapping an app. Download the Fly NetJets app to your phone or tablet, enter your requirements and with 10 hours' notice, NetJets guarantees to get you anywhere you want to go, using more than 5,000 airports

worldwide. NetJets will take care of ground transportation, picking you up and dropping you off, as well as catering to keep everything as hassle-free as possible. Each signed-up owner also has access to the NetJets Owner Services Team 24 hours a day, seven days a week, if booking a flight over the phone is more your style.

The last five years have seen a strong pick-up in demand for NetJets' unique services, with the company's new Signature Series aircraft proving particularly popular. These planes take the private jet experience to the next level, with custom interiors, enhanced entertainment and a new dimension in comfort... a little like the latest superyachts. "NetJets was delighted to partner with Boat International for the inaugural Owners' Club lunch," says Eugene. "It was a

hugely enjoyable event, and SilverFast is a stunning yacht." netjetseurope.com

NetJets can get you into smaller airports, closer to your boat, quicker than anyone else





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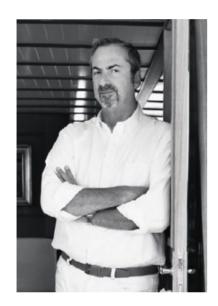












On board with CARLO TRAGLIO



Whether it's his gorgeous jewellery or his classic superyacht, Carlo Traglio knows beauty when he sees it, and creates it. Stewart Campbell joins him on board Ardis II THERE'S A PERFECT BOAT TAKING SHAPE IN CARLO TRAGLIO'S HEAD. He never stops designing and refining, borrowing ideas and adapting layouts from boats he visits – even ones he doesn't like. "Look at this boat next to us," he says by way of an example. "It's really horrible." A very famous sailing boat down the quay, meanwhile, he labels "a disaster". But both have some merit in the straight-talking Italian's eyes. "They'll have a detail that you'll see and say, 'This is good, this is nice.' And it might be something you keep in your head for your next boat. It's the same thing for jewellery – details, details, details. The sum of all those details makes the difference between a good or bad boat or a good or bad piece of jewellery."

These are the twin passions of Carlo Traglio. Cut him in two and one half would be diamond, the other teak. He's owned Italian jewellery house Vhernier since 2001 and the designs for all the company's sculptural, contemporary pieces begin in his imagination,



often when sitting where I am right now, in the cockpit of his current boat, 30 metre Ardis II. The mahogany motor yacht will be familiar to anyone who's walked the docks of Porto Cervo and stopped to stare for a while at the yacht's handsome stern tugging gently on her lines. She looks classic but was actually built new in 2007.

"People who don't know the boat ask me if she was built in the 1950s," Traglio says. "It was built in an unbelievable way. It will last forever. In 100 years this boat will be here." Before Ardis II Traglio owned the 24 metre Perini Malizia, which he bought from Prince Rainier III of Monaco. A history, then, of owning classic-looking boats but a business of producing gorgeous, modern jewellery. What's going on?

"Classic jewellery – anyone can do that. Three stones, four prongs and *finito*. I like contemporary jewellery because it is so difficult to do," he says. "With contemporary jewellery you have to have some knowledge of art, sculpture, architecture. Boats even. The shapes and materials we use are completely unusual in jewellery, and it's very difficult to do. A nightmare, in fact. But I like to go further, always further."

The big loves of his life took root early. He grew up on a superyacht, one of the most beautiful boats afloat, no less: *Xarifa*, the 50 metre schooner built in 1927. It was owned by his uncle, also Carlo, and the young nephew would spend each summer on board the yacht in Monaco, where it was moored permanently right outside the Piscine du Stade Nautique Rainier III. He was on a boat "from day one", he says. "Not to have a boat is not familiar. I need to have a boat. Small, large, big, fat, it doesn't matter. I need to feel the sea. I think it's in my DNA."

The Traglio fortune was made largely thanks to that American icon, Coca-Cola. The family was the bottler and distributor of Coke in northern Italy. The current Carlo took the reins of the family business after finishing a law degree in Lausanne, Switzerland, but



Far left and below: Ardis II, launched in 2007. Before her, Traglio bought Malizia from Prince Rainier III of Monaco (left)



Left: Vhernier's Geneva store is one of its 10 boutiques around the world. Right: the Tartaruga brooches are in white gold, diamonds and rock crystal







Vhernier brooches. Granchio (top) and Conchiglia (below left) Isabella, Left: Malizia

illustrate Traglio's love of the sea. Above: on board Ardis II with his daughter

stepped away in 2001 to concentrate his efforts on Vhernier, which now has 10 boutiques across the world, from Dubai to Miami.

He may have been on a boat from birth but jewellery wasn't too far behind: he designed his first piece aged nine, for his mother. "It was a chain," Traglio remembers. Not only did he design it, he made it. Before starting the law degree he took a year off and went to work for a ieweller in his home town of Como - not front of house; he was out the back with the artisans, working gold and setting stones. "I made that chain with my hands," he says. "Between that first design and my most recent, it's been around 50 years - a long time. But it's not only jewellery and boats, but also houses. I like to do interiors: you know, this is wrong; this must be larger, shorter, higher or whatever."

Traglio is the first to admit that his hand isn't as skilled as his mind. While he does the very first concept sketches for new pieces, he relies on the rest of the creative team to turn them into precise designs, which are then modelled into silver prototypes. "Nine times out of 10, we throw them in the garbage and we



Traglio's family were bottlers and distributors of Coca-Cola in northern Italy

start again," Traglio says. "It's very complicated, but a good challenge."

Not even the law degree could divert the young Traglio. In lectures, everyone else was scribbling notes, but he was sketching. It was ever thus. "I was a different kid. When I was 14 and all the other teenagers were starting to go to the disco, I was in museums, exhibitions and galleries." He doesn't know where it came from, this appreciation; not his parents, certainly. "We were Coca-Cola partners for many, many years and not exactly involved in art. Involved in bam-bam-bam business, ves. So I don't know where it came from."

Such is his devotion to the brand that he's on the road almost constantly, sourcing new stones. He's not buying to order, but on spec. If he sees something he likes on his travels, he'll store it in a safe until inspiration strikes. "I'm always searching and when I find a very special stone, I'll do a one-off piece for very special customers. We're talking over a million pounds, and usually it's a beautiful ruby or diamond or emerald. But even with stones that are not that expensive, I want the best for the money that you will ever see in your life."

Traglio has even discontinued pieces or jewellery lines not because demand dried up but because a very particular stone has become unavailable and he refuses to craft them with anything but the originally intended jewel. The line between a good piece and a bad piece is razor thin, he insists, and he's not prepared to take the chance.

He points to one particular ring that sits firmly on the right side of that divide. It's the Tonneau: 800 diamonds in a pavé setting. "Normally a jeweller would put one stone after the other, with lots of gold and less stones. I do exactly the contrary: more stones and less gold. I go against the commercial rule. Now, 800 stones is a nightmare. The setting is a nightmare. Is it challenging? Yes, but it is a pleasure for me. It is a passion."

Art and architecture rank highly, too, although he's recently turned away from





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Vhernier's Fuseau earrings (far right). Furniture by Christian Liaigre (right) adorns Traglio's house in the Hamptons (below)



66

Twenty years ago nobody knew Liaigre and I did my house in the Hamptons with all Liaigre furniture.

I was probably the first person to do it in America. People would say, 'Oh, who did this?'

99

the art market because of what he calls its "commodification". "The market is completely poisoned by money. You don't know if you're buying a real artist or a piece of shit. Just because it costs a lot, doesn't mean it's any good. But people buy it because next year it will cost 30 per cent more – just like a commodity. So recently I've taken a little distance from art," Traglio confesses.

Architecture remains and he claims to have been one of the first people to recognise the genius of French designer Christian Liaigre. "Twenty years ago nobody knew Liaigre and I did my house in the Hamptons with all Liaigre furniture. I was probably the first person to do it in America. People would

come to the house and say, 'Oh, who did this?' and I'd tell them, and they'd always say, 'Who is Liaigre?'"

You can imagine the sweaty palms at the boatyard when Traglio does eventually decide to commission his next, and probably final, boat. This is not a man who will accept second best. At least he knows what he wants - almost, "It will either be 20 metres or 40 metres," he says. "This one is 30 metres, which is not a good size. You don't get the benefits of a big boat or the fun of a small boat. In a 40 metre you get everything you need, and in a 20 metre you can just have two cabins and sacrifice a third to make a big bathroom. There must be plenty of outside space and I want a kitchen on the main deck. I like to cook and it's so easy and comfortable to be all together, making food."

He also demands a big engine room and generous crew quarters. "The crew must be very, very comfortable. Because otherwise these guys will hate you by the end. Most boats could not care about the crew, which is completely stupid. The crew must have space."

As for guests, well, tough luck. Traglio is happy to sacrifice cabins to accommodate all this. "It will be an impossible boat to resell, but now I am at an age where I couldn't care less. It's not my problem any more," he says.

Looking beyond our big, white GRP neighbour, there are some boats in town tonight that Traglio truly admires. He points to the big Perini P2 – "a great compromise between performance and comfort" – and Hetairos, about 10 boats down the dock. "She's fantastic," he says. "A vintage flavour but very new." He's not just admiring these craft but studying and storing. With each glance the boat in his head solidifies: a curve here, a line there. She will, I have no doubt, be an absolute gem. \blacksquare



QUICKFIRE

Carlo Traglio

SPEED OR STYLE?Style

CHAUFFEUR OR CHEF?

Chauffeur

IDEA OF LUXURY?

Time for myself

FIRST THING YOU PACK?

A book

FAVOURITE BEACH?
Take your pick in Sardinia

HOW MANY WATCHES?

FIRST BOATING MEMORY?

Being with my uncle on Xarifa aged six

FAVOURITE CAR?

Maserati



"The yacht furniture is spectacular. Everyone loved the pieces... all of them. I could not be happier."

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THE INSIDER

Jordana rules

BARBADOS

It's a social whirl on this humming Caribbean island at Christmas. Jordana Reuben Yechiel tells us where to go

STAY | Christmas in Barbados is heaven. The infamous Sandy Lane Hotel is the starting

point for the ultimate jet-set traveller. You'll need deep pockets but, if not staying, you could settle for the fantastic buffet lunch and water sports on its beach. And rub shoulders with Sir Philip Green and Simon Cowell while you are at it (sandylane.com).

CORAL REEF CLUB | This gorgeous, family-oriented hotel is run by the O'Haras. Stay in a Luxury Plantation Suite or, if a family, rent one of its villas. And don't miss the Thursday night barbecue (coralreefbarbados.com).

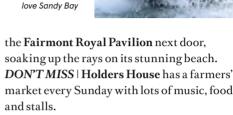
NO-KID ZONE | Kick back at the House (thehousebarbados.com) or, for an off-thebeaten-track option, book one of the few suites

the Lone Star restaurant has to offer. Right on the beach and next to one of the best restaurants on the island, it's a win-win (thelonestar.com).

SUNBATHE | Tender into Lone Star and spend the afternoon anchored outside



DON'T



Sir Philip Green, (above) and Simon Cowell

LUNCH | Insider's tip - find out when Lobster Alive has its live jazz act. It's a shack on the beach with the best lobsters on the island (lobsteralive.net).

HOT SPOT | The Cliff's new beach club is this season's hot spot. Otherwise go in the evening for a fancy dinner on the waterfront and don't forget to order the tuna tartare and crab cakes.

NEW YEAR'S EVE | If you are reading this and haven't booked yours yet, then you are in trouble here! It's all about the dinner and party at the Sandy Lane or dine elsewhere and get your mitts on tickets to the Lone Star afterparty. Or make like a true islander and hit

> Holetown to join the street party. LOCAL DISHES | Blackened anything! GOLFERS REJOICE | Eighteen holes at Sandy Lane's Green Monkey golf course.

SHOP | Duty free at the **Limegrove** Lifestyle Centre in Holetown with the big brands.

INSIDER SHOPPING SECRET

Beth & Tracie is the place for beachwear - and the outlet store is just around the corner. Shh!

CRUISE | Catamarans in, supervachts out! Sail over to the west coast and

ask your captain to find the turtles. Grab your snorkels and dive in.

ATTIRE | Relaxed island style by day. By night - anything goes.



Try the Lone Star, on Barbados's platinum coast. . for cocktails Sunday lunch or a luxury suite

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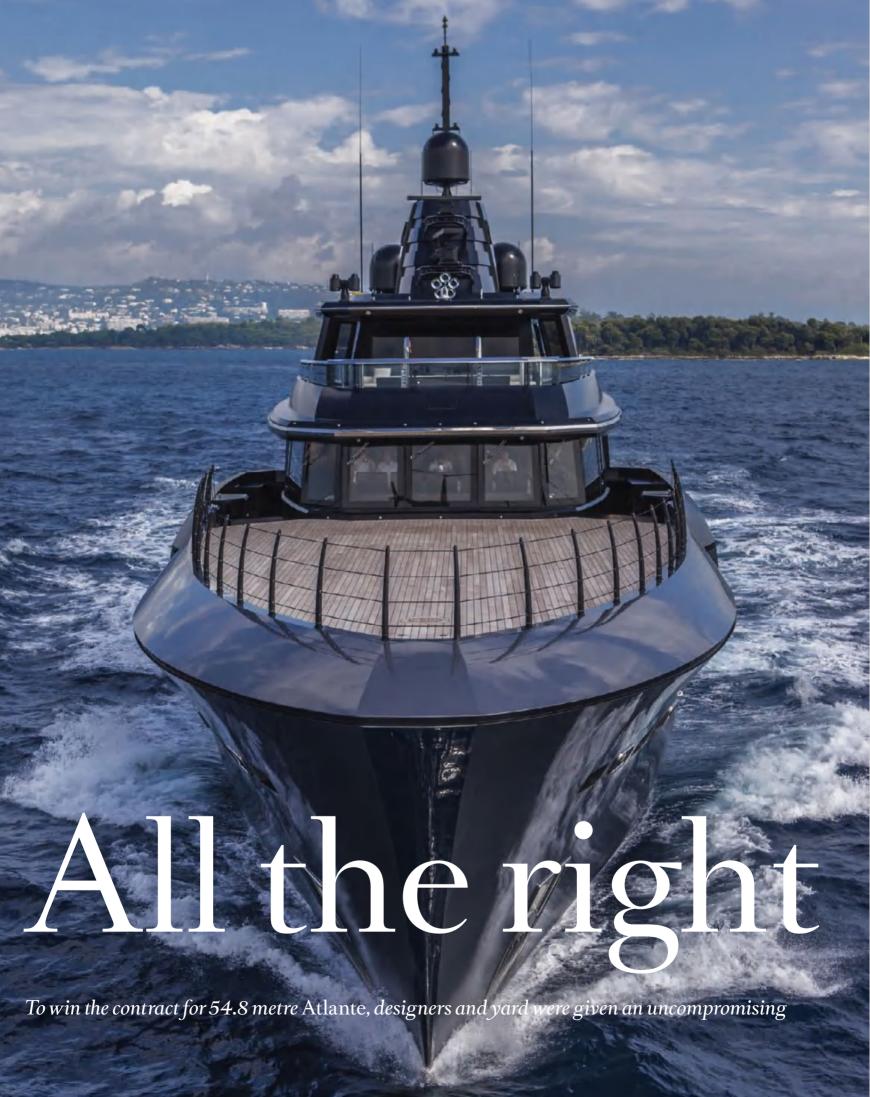
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Words - Cecile Gauert Photographer - Maurizio Paradisi

cover boat
Atlante

angles

brief: very square, very military, very camouflage. The result is remarkable





here are no new ideas. "We simply take a lot of old ideas and put them into a sort of mental kaleidoscope...

We keep on turning and making new combinations indefinitely; but they are the same old pieces of coloured glass that have been in use through all the ages." That's Samuel Clemens, aka author Mark Twain, in his autobiography, reflecting on the genesis of ideas.

The innovative minds involved in the creation of *Atlante*, a 54.8 metre custom yacht built by Italian shipyard CRN, must have really given their kaleidoscope a good twist. With her metallic grey hull, superstructure painted a matt jet black, 200 square metres of glass windows and a lack of curves at odds with her nautical nature, she truly stands out. Step aboard, and this new yacht takes on an ever more intriguing dimension.

From a relaxing beach club finished in attractive spruce, forward of twin spaces used as a gym and massage room, central stairs lead to the main deck. At the top of the stairs is a vast area finished with wide teak boards and enclosed on all sides. It takes a few seconds to adjust to the light seeping through big louvres before details become visible.

Eventually, out of the shadows emerge a large movie screen and a couple of chairs, but also hinges on the large louvred shell doors on port and starboard, a black crane integrated into the ceiling and attachments on the floor. This is an exceptionally elegant tender garage that transforms into a vast panoramic beach area at main deck level. The large side doors slide outward before lifting up.

When evening comes, if the mood strikes, this aft deck/upper beach becomes the ultimate outdoor theatre, open to the breeze, yet private. It is the first of many familiar areas on board that have been given the kaleidoscope treatment. It was the yacht's owner who inspired this innovative space: "I told the designers I did not want to see the tenders."

After spending 15 years cruising the Med on two motor sailers, he spent nearly four years imagining, conceiving, building and finishing his first motor yacht. He'd looked around marinas and through the pages of magazines but never found a vessel that truly inspired him. "I don't like round windows or round shapes," he says. "I wanted to build something very square, very military, very camouflage, [a boat] that does not move

much when it's anchored offshore, but most importantly one with very clean, very simple lines, for sure incorporating great details, but not over-designed."

An entrepreneur and a creator known for having a fierce eye for detail, he has no fear of disrupting the credos of the yachting world. Aside from his vision for the look of his yacht, he had a few principles: one, he wanted to build in Italy; two, he wanted a vessel that could navigate beyond the confines of traditional Mediterranean cruising grounds; three, he wanted to find partners who would understand, respect and translate his vision accurately. He found them in Carlo Nuvolari and Dan Lenard, of design studio Nuvolari Lenard.

It was Lamberto Tacoli, CRN's CEO, who recommended the famous

Venetian design firm. "You need an architect, an engineer and less of a designer,' Tacoli told me, '[Dan] Lenard is the right person for you."

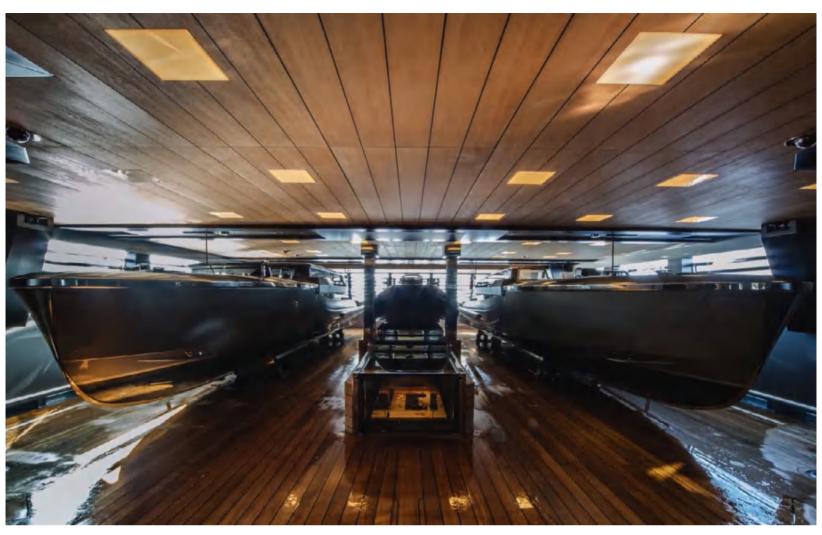
Trying to assess his vision, Lenard prompted the owner for his taste in cars. "He asked, 'Do you like Porsches, the Panamera perhaps?' I said, 'No, just the opposite, I don't like anything very sporty.' And then I said, 'I think my point of reference is the Range Rover."

After he had listened to his likes and dislikes, Lenard told the owner, "Well, what you describe is not very nautical," but soon Nuvolari Lenard had a project that matched his vision closely. Lenard resolved the tender conundrum with the elegant main deck garage that houses two nine-metre tenders designed by Nuvolari Lenard to match the feel of the mothership.

It all seems so new, so fresh. Except, "It is an old idea," says Carlo Nuvolari. "It was common 10 years ago, in America especially, for yachts to stow the tenders [on the main deck aft]. But the tenders were stealing a lot of space and there was no alternate use for that space. The interior of this garage is finished like a yacht garage should be. Normally the first thing you do when you reach your destination is to splash the tenders, so then you have this big open area and those doors are usually up, creating shade. It's a great space to entertain.

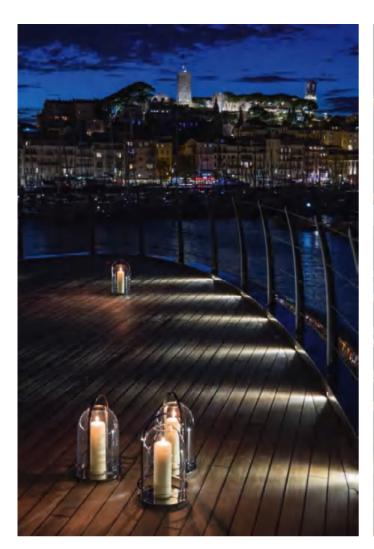
"Another consideration was to raise the yacht," Nuvolari adds. "Many times, when you dock in a marina you are between two boats and often they are bigger boats – think Monaco – so the lower deck feels very low."

"I don't like round windows or round shapes. I wanted to build something very square, very military, very camouflage"











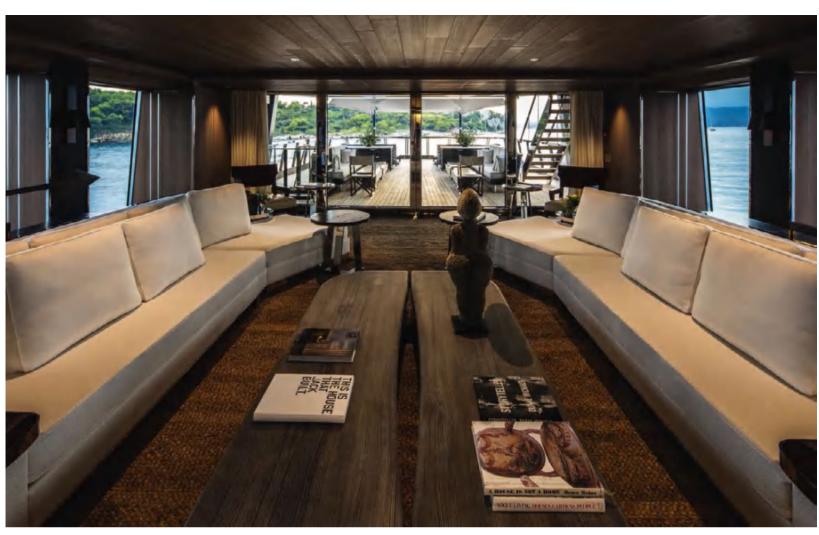














With obstructed views "those main decks are not going to be used. So we transferred all these spaces to the upper decks".

Atlante's bridge deck is divided into two areas aft and forward of the mostly angular deckhouse (Nuvolari points out that they actually have a subtle curvature). Forward is a large up/down teak table set into a recess in the deck. The table, which matches the decking, can recede completely allowing the deck to serve as a helipad that sits atop a toy garage and mooring room. Exceptionally wide walkaround decks, perfectly protected by windows and a wide overhang, lead to the aft section of the bridge deck, set as a comfortable exterior saloon with flexible table arrangements. Above still is a sundeck with a superb 6,000-litre spa pool whose soothing waterfall and gurgling sounds are best enjoyed from the large sunpad facing toward the bow. Further aft are a dining area and more flexible lounging space.

Despite his enthusiasm for what Nuvolari Lenard did with *Atlante*, the owner did not choose CRN because of its referral. Unlike other yards he consulted, he says, CRN did not ask him to compromise on his ideas. "It was the only company that really guaranteed me a custom boat," he says.

The yard started with a CRN naval platform of 55 metres with a moulded beam just a hair shy of 10.2 metres. "The bow was custom designed with a countersink typical of an explorer," says Simone Lorenzano, project manager for Atlante at CRN. But the designers stopped short of giving her a vertical bow. "We disagree that a straight bow should be vertical; the boat should have a grade of flare to deflect the sprays and be more gentle at sea," Nuvolari says.

The bow was custom designed with a countersink typical of an explorer, "asys Simone Lorenzano, project manager for Atlante at CRN. But the designers stopped short of giving her a vertical bow. "It is a straight bow should be vertical; the boat should have a grade of flare to deflect the sprays and be more gentle at sea," Nuvolari says.

Indeed, from the mid-hull up, the yacht is a pure custom creation. CRN's project team had to find novel solutions and subcontractors able to deliver products suited to the particular demands of a design driven by aesthetic.

There is abundant use of stainless steel inside and out, and removable stanchions, custom made of steel with a painted fibreglass finish. Aligning the polished stainless steel plates on the bow and

these hull railings around the helipad, and joining the stainless steel details to materials on the inside were some of the CRN craftsmen's biggest challenges.

As important as the details you can see are those you cannot. Mooring equipment and anchor chains and winches, for instance, are all invisible. Visible is the radar arch with its dark paint, a design element in itself, along with the Nuvolari Lenard-designed stainless steel sculptural "mast pole". But you have to talk to the CRN project manager to discover what you can't see. For instance, "The air-conditioning units are in the mast and in the technical space of the sundeck coachroof; a ventilation trunk brings fresh air down to the saloon. It was the only way to leave the saloon

free from fan coils and technical spaces. We had to pay attention to potential noise, so we used a thick material inside the plenum to dampen the sound," explains Giorgia Martinelli, CRN's project team manager.

The saloon may feel nicely chilled but it has a warm décor, which was realised by a happening interior-design powerhouse from Paris: Gilles & Boissier. The owner had a well-established relationship with Patrick Gilles and Dorothée Boissier, and the firm has a growing portfolio of private homes, boutiques, restaurants and hotels, which includes the first Baccarat signature hotel recently inaugurated in New York. *Atlante*'s is their first motor yacht interior, which Boissier describes as masculine and intimate. "It is a very instinctive project, very personal and devoid of references to the world of yachting," says Boissier. "We have developed it in a very introspective manner, independently of the exterior."

Despite this approach, no disconnect is discernible between interior and exterior design. The dark ambiance inside and stainless steel details, as well as furniture, all of it custom designed by Gilles & Boissier, echo the exterior features.

The common thread is the owner, who stirred the direction of this elegant interior that blends woods such as smoked oak, spruce or gum

tree with exceptional marbles used liberally and somewhat unusually on many interior walls. There is no questioning the luxury of the materials used, but perhaps the most luxurious aspect of this interior is open space. High ceilings, especially in the master suite, where height exceeds 2.22 metres, and wide corridors contribute to a sense of wellness and ease in spite of darker colours.

"The boat is very personal," says the owner.

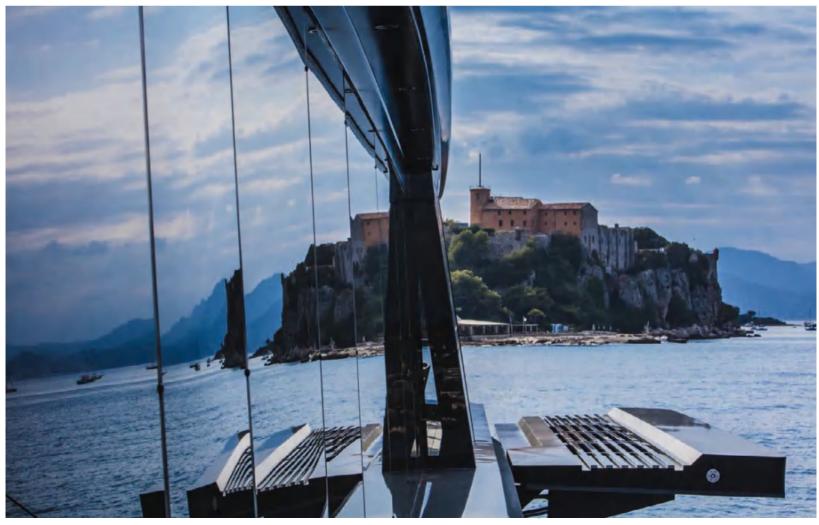
"The layout is quite classic, because I feel the classic layout was good for my use, but I did not want any compromise of space. I don't have a huge dining room because I don't want a huge table with 20 chairs you never use. I don't have a real dining room inside; instead it's a sliding table that can go up and down and we can still have 20 people eat inside."

This different approach to space implied throwing out a few staples of more conventional layouts. For instance, there is no captain's cabin on the bridge deck; the captain enjoys a large cabin on the lower deck instead. And because the stylish pilothouse with its spectacular glass bridge as centrepiece is also a space for guests to enjoy from a comfortable panoramic banquette, the captain's office had to be very space efficient.

"I really did what I like. I did something very open, very my style, very no-compromise," says the owner, who enjoyed the process of creation immensely, taking those pieces of coloured glass and rearranging them in a beautiful, non-traditional package.

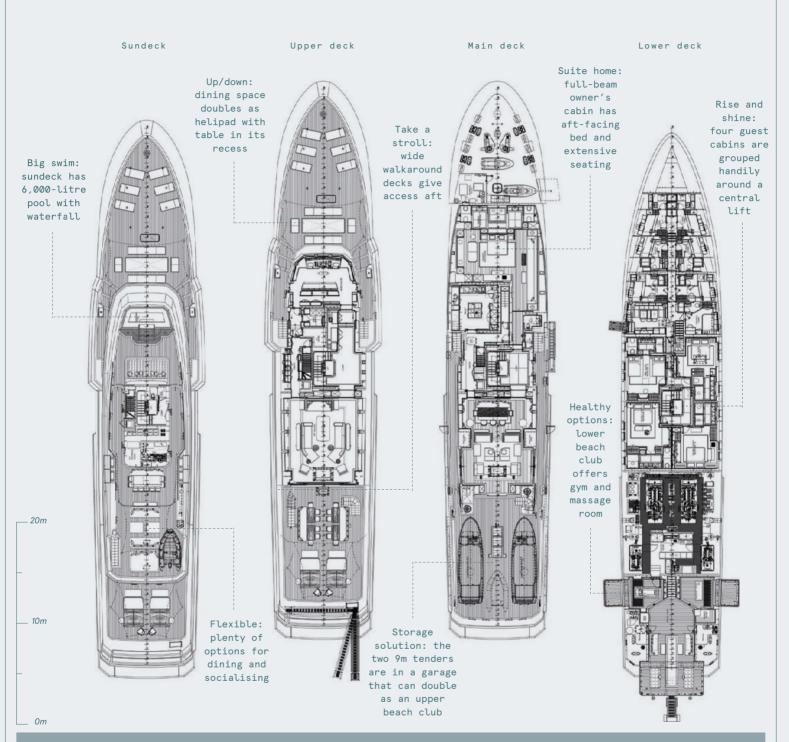
"The boat is very personal. The layout is quite classic, because that layout was good for my use, but I did not want any compromise of space"





SPECS

ATLANTE



LOA 54.8m

Beam 10.2m

Draught (full load) 3m

Gross tonnage
1,024GT

Engines
2 x Caterpillar

2 x Caterpillar 3512C, 1,230kW @ 1,800rpm Speed max/cruise 15/14 knots Range at 14 knots

Range at 14 knots 3,100nm Generators

2 x CAT, 175kW; 1 x 86kW emergency Fuel capacity 120,000 litres Freshwater capacity 30,000 litres

Tenders

1 x 9m Nuvolari
Lenard custom limo;
1 x 9m Nuvolari
Lenard walkaround

Owners/guests 12 Crew 13 Construction Steel hull; aluminium superstructure

superstructure

Classification

LR # 100 A1 SSC Y,

MONO, G6, # LMC, UMS

LY2 compliance
Naval architecture
CRN Engineering
Exterior design
Nuvolari Lenard
Interior design
Gilles & Boissier

Builder/year
CRN/2015
Ancona, Italy
t: +39 071 5011 111
e:
info@crn-yacht.com
w: crn-yacht.com











The refit for 95 metre Oceanco Indian Empress was like

the yacht herself: fast, large in scale, and extremely impressive

Words - Nick Burnham

Photography - BlueiProd

he grand piano in the main saloon neatly encapsulates the breadth of change carried out during the recent refit of 95 metre *Indian Empress*. A sleek black Yamaha Disklavier replaces the decidedly Liberace model, with its highly ornate gold patterns, which used to occupy this area. But like everything else aboard this distinctly personal superyacht, the new piano is quite unique. Bought by the yacht's owner at a charity auction to support Elton John's AIDS Foundation, it was Elton's personal piano – the one on which he wrote the album *Songs from the West Coast*. It carries his signature and that of many of his contemporaries on its music stand. It's the finishing touch to an extensive update that has transformed the look and feel of this famous yacht.

Built in 2000 by Oceanco in the Netherlands for a member of the Qatari royal family, *Indian Empress*'s current owner bought her in 2006 for private use and charter work, inheriting the Arabic flair of the interior that combined flamboyant deep red and rich gold interior colours with ornate gilt-work and traditional carpets. Whilst furniture and artwork have changed over his ownership, the yacht has mostly maintained its inherited look and style. This, then, was the owner's chance to weave his signature into the fabric of the craft and really make it his own.

Mark Berryman Design was chosen to design and oversee the £5 million refit. "I first met the owner on board in La Ciotat (Côte d'Azur) two years ago," Berryman says. "The boat had a clearly Middle East look and feel, overlaid by an Indian influence. It was no doubt fantastic in its day, but that day has gone. The yacht was heavily chartered as well as extensively used by the owner, and in need of a refresh. My brief was to introduce a more neutral and contemporary vibe that would appeal to a wide charter audience but be governed by the owner's tastes." Several design houses were originally under consideration, with Berryman finally winning the contract last year. "We began work on the GAs in November 2014. With the refit work scheduled to begin late December we burned a lot of midnight oil, but it was nice to be able to demonstrate what can be achieved within a short time-frame."

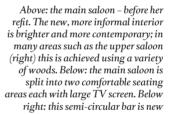
The real time challenge, however, proved to be sourcing materials. Lead time on fabrics and finishes is typically 10 to 12 weeks so work had to begin before some of it was even dispatched. Add uncooperative customs officials lengthening delays and it became quite a task. Berryman dealt with procurement in two stages with loose items sent direct to France to be added once yard work had been completed.

The impressive facilities of Turquoise Yachts in Pendik, Istanbul were selected to carry out the work. "Apart from our experience and expertise, what we brought to the party was speed and flexibility," says Turquoise CEO Mehmet Karabeyoğlu. "The owner wanted the boat for July, which gave us a narrow window of opportunity to finish this project, and ideas and alterations were still coming in after work had commenced. Our ability to make decisions on the spot and adapt quickly without reams of red tape was key to the speed and success of the refit."

Mechanically nothing has changed – nothing needed to. The yacht manoeuvres in port via the outer pair of triple MTU 20V 1163 TB93 diesel engines, sequentially turbocharged to produce more than 9,000hp apiece. At sea the central third engine is brought into play to boost the maximum velocity past 25 knots – an impressive performance by any standards.







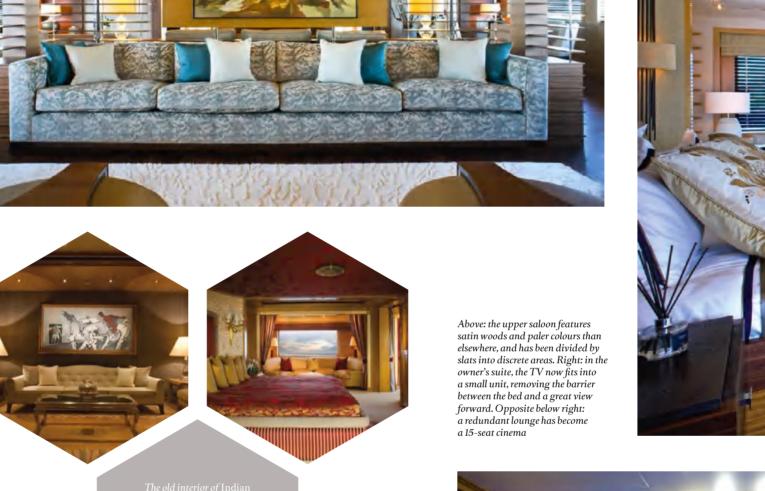






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The old interior of Indian Empress featured a very Arabian-influenced palette, with lots of deep red and gold, and gilt-work. There were also spaces (below) that were relatively little-used and could be transformed to better employ her large volume













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On deck the really big change was made at the aft end of the owner's deck. A huge space-stealing spa pool with grand steps has been replaced by a long, highly polished custom table, capable of seating 24 and augmented by further alfresco dining areas and buffet serving bars. "We handled a few mechanical details like the side boarding steps and passerelle," says Karabeyoğlu, "but the change to the aft of the owner's deck was the big news outside: losing the jacuzzi made a massive difference to the look and feel of the exterior of the yacht."

Beyond a swap of upholstery colour (from bright red to a more muted beige) on the huge aft sun terrace of the bridge deck above, all remains as was, although there are plans for a new spa pool on the sundeck as well as larger serving areas and windbreaks on the owner's deck.

Step inside to discover the real focus of this refit. Spread opulently

across four decks, the interior seduces with contrasting woods (mostly limed oak and walnut), pale neutral colours and large impressive art (including pieces from Picasso and Husain, all part of the owner's collection). "Our challenge was matching new with old," Karabeyoğlu says. "Although the refit was extensive, we retained quite a large proportion of the original panelling, so the new wood had to flow seamlessly. Not just the colour, but the grain and the pitch of the new finishes had

to match. I'd challenge anyone to detect what is

original and what we replaced."

That new piano is one of the first things you meet coming through the main-deck cockpit doors. The pale carpets in this lobby area are gone, replaced by light woods, while square pillars that carried silver motifs are now dressed in classy chequered Majilite, a hard-wearing artificial leather. In the main saloon proper, comfortable seating areas around large, circular, polished dark-wood tables are mirrored port and starboard, as are retracting Samsung TV screens.

Similarly, the larger of the two dining rooms has lost its red and gold panelling and ornate gold lamps to pale wall dressings, and even the complex marquetry around the rim of the two large, curved sweeps of dining table (which seat 24 between them) are gone. A more significant change on this deck lies between these two areas, where the owner's office has been converted into a cigar room, while the PA desk and small reception area outside (previously somewhat mid-thoroughfare) are now a cosy library snug.

Once-redundant spaces have been reconfigured to make better use of the boat's footprint, such as an area ahead of the main deck lobby. "There was a small Bangalore lounge that never really got used," says Berryman. "So we suggested a cinema as a great alternative." Seating 15 on three gently tiered rows, guests can catch a film on the 85-inch screen and relax in the broad leather reclining chairs.

The six cabins on this level, once a mix of doubles and twins, are now all double berthed (five further guest cabins on the lower deck cater for twin berth duties) and feature another useful update. "When we looked at the boat, TV cabinets 800mm deep and two metres wide contained what must have been the last CRT TVs on the planet," says Berryman. Banishing these in favour of desks and wall-mounted flatscreens in the cabins offers increased practicality and a sense of space. Detailing even runs to the cabin doors, where gold handles are replaced by leather-

wrapped chrome, while mother-of-pearl inlays make the passageway between them feel more like a yacht and less like a cruise ship.

The biggest changes inside were wrought on the master suite a level above. A bulkhead fitted with a huge TV cabinet previously split the cabin in two, creating a lounge and bedroom and robbing the owner of a view through the forward sweep of windows from his bed. Flatscreens to the rescue again, as that bulkhead is now a half-height unit housing a retractable TV, allowing this whole area to breathe as one. The rearrangement has also allowed the matching sofas in alcoves either side to be replaced with far more useful desks. Removing the barrier between bed and forward windows brought its own engineering challenges. Special electric blackout blinds overlaid by electric curtains had to be developed that would stay snug against the inner face of the

sloping panes. Controlled by the same Crestron touchscreen remote that activates lighting and music, it's now possible to immerse the whole room in total darkness irrespective of the

brightness outside. A dressing room the size of a decent guest cabin adds an appropriate adjunct, mirrored by a similar-sized bathroom.

The upper deck saloon, meanwhile, has had its formality turned down, with the satin woods and pale colours evident throughout the rest of the interior once again present. It has been split by widely spaced horizontal slats into two more intimate yet still linked entertaining areas. A circular bar (with waterfalls in the bulkheads either side) links it to the new exterior dining area

that shelters beneath the bridge deck overhang. The new bar has proven extremely popular with guests. "We wanted the bar to feel more of an external area so we've used slate-look dark granite on the floor and added the waterfalls either side. It's a great link between the upper saloon and the new outside

dining area," says Berryman.

The designer is perhaps most pleased with the bridge deck's rejig. The massive VIP suite remains, but a lobby behind it has been transformed into an owner's office, displaced from the main deck. "I felt that the lobby was so much wasted space. The office suite fits here perfectly and offers a far better solution. We thought that enclosing it might prove a challenge with the air-conditioning, but in fact it works very effectively," says Berryman. Big enough to incorporate a workstation for the PA, it's a haven of businesslike tranquility, and is very important

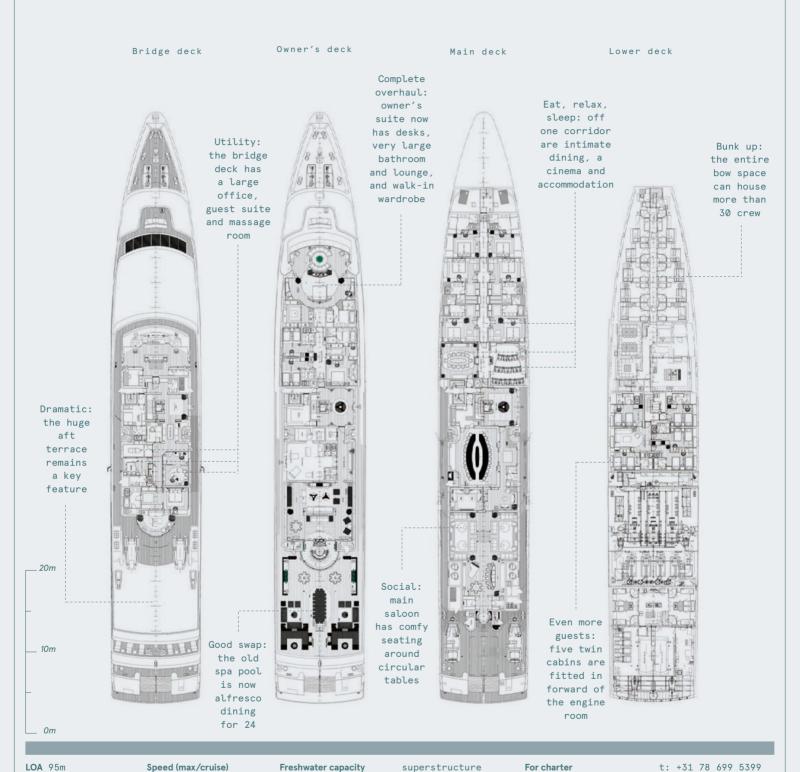
as the owner of *Indian Empress* takes his yachting extremely seriously, using the vessel more and more for both pleasure and business. At the Monaco Grand Prix, for example, a Formula One party typically sees in excess of 1,000 people come and go.

Taken piecemeal, none of the changes made during the eight months from initial design to completion is game-changing. New furniture, new wall and floor coverings, a gentle reconfiguration of some of the living and sleeping areas. Yet as a whole the result is completely transformational. The cosmetic uplift is total, rendering the yacht utterly contemporary and bang up to date. But the key is that it works so well on a practical level. The owner has thought through the changes with meticulous detail – perhaps the result of living aboard and using the yacht for nine years – and ended up with alterations that benefit life on board at a scale that far outweighs the work involved.

SPECS

INDIAN EMPRESS

OCEANCO/REFIT: TURQUOISE YACHTS



LOA 95m

Beam 14.6m

Draught 4.9m

Gross tonnage
3,176GT

Engines
3x MTU 20V 1163
TB93, 9,130hp

Range at 18 knots 5,000nm Generators 4 x 280kW; 1 x 75kW Fuel capacity 564,000 litres

26 knots/18 knots

Freshwater capacity 78,000 litres Tenders 2 x 8.1m custom Owners/guests 12 Crew 33 Construction Steel hull;

aluminium

superstructure
Classification
Large Yacht Code
Naval architecture
The A Group
Interior design
Mark Berryman
Design

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Above: Indian Empress sports two custom 8m tenders and a host of toys. After a busy charter career, the results of her £5 million refit are apparent

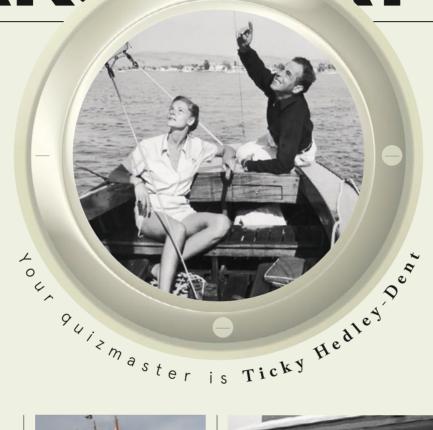


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STARS









Playing on turbulent water may affect your brain power. {Answers are on page 161}



SOS BILLIONAIRE!

Richard Branson's Necker Island staff rescued which celebrity honeymooners when their charter yacht drifted close to a reef near the billionaire's Caribbean home?

a Kate Winslet & Ned Rocknroll - b Ben & Georgie Ainslie c Johnny Depp & Amber Heard





I'll be damned... It's **CURSED**

Sailors can be superstitious souls and some claim that which one of the following famous sailing boats is cursed?

a Creole





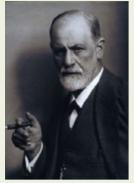
== Breaking news ===

In 1980 Megan Jaye, a 13m sloop, was steered out of a terrible Atlantic storm during a 6,000-mile voyage from Rhode Island to Bermuda by which Beatle?

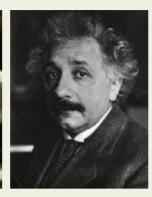
a Ringo Starr b Paul McCartney c John Lennon

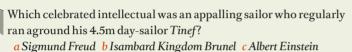
THE CHRISTMAS QUIZ

= Exclusive! ===









OMG BORA BORA insta-hit!



Who caused an Instagram storm when they posted a nude selfie standing on a yacht in Bora Bora?

- a Demi Moore
- **b** Miley Cyrus
- **c** Justin Bieber

HOMIES!

Which rapper posted a cheeky picture of himself swimming beside Roman Abramovich's *Eclipse* on Instagram?

a P Diddy b Timati c 50 Cent



==== \$\$\$ ====

Which famous contemporary artist painted the wacky exterior of Greek art collector Dakis Joannou's 35m yacht Guilty?

a Banksy b Jeff Koons c Damien Hirst





Herman Melville's classic novel *Moby-Dick* was inspired by the plight of the crew of which vessel?

a The 27m, 256-tonne
whale ship Essex, which came to
a sticky end somewhere near the
Pacific Equator in 1820
b The 86m wooden paddle steamship Arctic, which sank
off Cape Race, Newfoundland,
in 1854

c The battleship USS Maine, which sank after an explosion in Havana harbour in 1898



In Billy Wilder's classic film Some Like It Hot, starring Marilyn Monroe and Tony Curtis, what is unrealistic about the yacht scene?

a There are no crew on board
b There are too many
crew on board
c The crew don't wear uniform



* * *

The Hollywood blockbuster

The Perfect Storm, starring

George Clooney, was inspired by
the fate of which fishing vessel?

a Trident

b Sudur Havidc Andrea Gail



*** Ocean news ***

JENNIFER LAWRENCE

goes EGYPTIAN

Who showed off her fabulous life by posting a photo of herself, her "new best friend" (actress Jennifer Lawrence) and some school friends performing a human pyramid on a yacht?

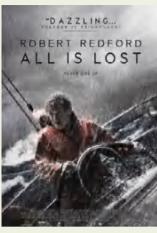
a Trainwreck writer and star Amy Schumer

b Hollywood wild-child Lindsay Lohan c Singer Lily Allen

idol was such a proficient sailor that he had a sailing race named after him?

a Humphrey Bogart b Rex Harrison c Cary Grant

Which Hollywood matinée



Gotcha!

Which of the following two actions by Robert Redford's character in the film All Is Lost make the film unrealistic to experienced yachtsmen?

a When he climbs back into his boat in a heavy suit after being thrown overboard b When he deploys the sea anchor and goes below deck

c When he drifts aimlessly rather than sails towards help after he's made the SOS call



Which yacht-loving superstar has pulled strings to charter the 65m Galactica Star twice, despite the fact that it wasn't on the charter market? a Leonardo DiCaprio **b** Beyoncé **c** Gwyneth Paltrow











Under the hammer...€403.200 GOING.... GOING... GONE!

A 1959 Riva Super Florida came up for auction earlier in the year. To which 1960s siren did she belong?

a Brigitte Bardot b Charlotte Rampling c Jane Birkin

It's so hush-HUSH

Privacy is the aptly named boat of which famous owner? a Eric Clapton b Tom Cruise c Tiger Woods



Superstars rock the boat!

Which member of rock band U2 owns Cyan, a 48.7m Codecasa?

a Bono b The Edge c Adam Clayton



HOLLYWOOD!



Which screen goddess spent her honeymoon cruising around the Mediterranean aboard Deo Juvante II? a Marilyn Monroe b Jane Russell c Grace Kelly

Get knotted!

Which rock startied the knot with his blonde bride on a yacht in Saint-Tropez?

a Kid Rock b Mick Jagger c Axl Rose



The forever



The not so romantically named Never Say Never was the venue for the wedding reception of which music mogul? a Jay Z b Pharrell Williams c Snoop Dogg



Franklin Roosevelt, Winston Churchill and Josef Stalin reputedly met to prepare for the Yalta Conference on which vintage vessel?

> *a* Delphine **b** RMS Queen Elizabeth c Sea Cloud



The Talitha G was named after which Getty's second wife? a Balthazar b J Paul Getty, Snr c John Paul Getty, Jnr

$\star\star\star$ Sold! $\star\star\star$ **POWER** yacht

The 82m luxury yacht Basrah Breeze used to belong to which former dictator?

a Saddam Hussein b Colonel Gaddafi c Ruhollah Khomeini

THE CHRISTMAS QUIZ

Match the FASHION DESIGNER to their BOAT! Handy clues included!



Giorgio Armani owns the 64m Codecasa Main

Roberto Cavalli owns the 40.8m Baglietto RC

Calvin Klein owns the 45.7m Palmer Johnson Vantage

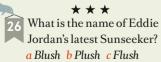
Domenico Dolce and **Stefano Gabbana** own the 50.99m Codecasa Regina d'Italia

Valentino owns the 46.2m Picchiotti TM Blue One



Who chose the pastel colour scheme in the cabins of Christina O, the yacht belonging to the late Greek shipping magnate Aristotle Onassis?

a His mistress Maria Callas
b His second wife Jacqueline Onassis
c His daughter Christina







The Royal Yacht Britannia was decommissioned in which year?

a 1987 b 1997 c 2007



Who sailed to victory against Prince William in an America's Cupyacht in Waitemata harbour, Auckland, in 2014?

a Prince Harry b Zara Phillips c The Duchess of Cambridge

Supreme sailoi

Which plucky Royal won the gold medal in the Dragon class at the 1960 Olympic Games?

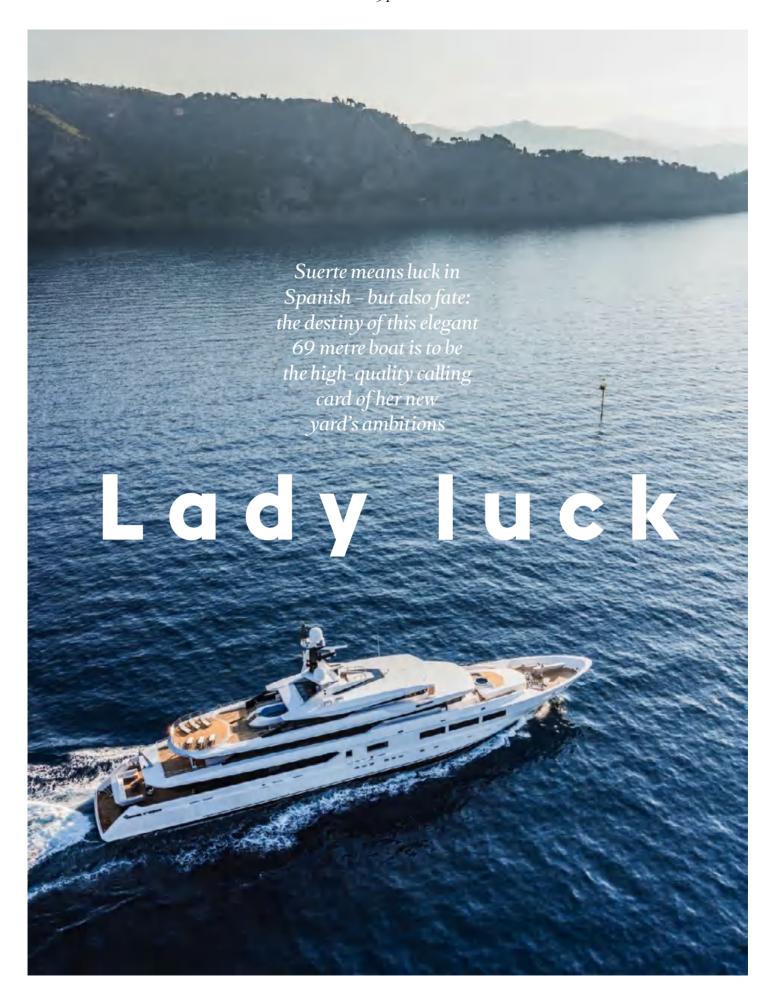
a Prince Philip (right)
b King Constantine II of Greece
c Prince Edward



Majestic!

With the Royal yacht gone, which British Royal has been spotted on board Roman Abramovich's and Lakshmi Mittal's superyachts?

- a Princess Beatriceb The Duke of York
 - r ne Duke oj 10rк <mark>c</mark> Prince Charles



Words - Caroline White Photography - Alberto Cocchi







t's hard to get your bearings on a part-built superyacht, picking your way over steel bones while welding torches fizz like fireworks through soon-to-be portholes. But on 69.3 metre *Suerte* the confusion stems from more than just a monotony of girders and the effort of not stepping into anything deep, on to anything pointy or through anything frighteningly expensive.

"On top, up there, we have one extra sunbathing area, very private, which is reached by elevator from the gym," says Suerte's build captain Renzo Chelazzi, waving his hand towards a small bird sitting on the mast. Down on the main deck he introduces a huge lobby with the rudiments of an unorthodox central staircase down to the beach club. As the grand potential of this space assembles itself in the imagination he is already standing down on the stern platform, gesturing into the beach club. "The sauna, it has a window that looks out onto the sea," he says. These aren't common superyacht features. In fact, in her uncompleted state, Suerte feels disorientingly unfamiliar. But on the completed boat at the 2015 Monaco Yacht Show a few months later, with uncertainties resolved into a treasure trove of unexpected delights, the questions are about how this unusual boat came to be.

The explanation lies partly at the yard. In 2004 Guido Orsi sold the sporty motor yacht brand Baglietto after a decade in charge. In 2008

Margherita Casprini, on a "cosy and contemporary" atmosphere.

The yard's first build would inevitably be its calling card, so *Suerte* is an embodiment of its ethos. "The technical specification is the best in the world: the rudders are Rolls-Royce, the engines are Caterpillar, the generators Northern Lights," says Ratto. In other words, brands you might find on a Northern European superyacht. For acoustics and vibration it went to Dutch specialist Intersona – the interiors are "floating" and the superstructure is coated with an acoustic absorber – while for piping the yard chose Oceni, which builds for Fincantieri and Picchiotti. It is telling that the yard seems as proud of *Suerte*'s massive, orderly engine room and even her navy-certified wiring, as of her decorative finishes.

Redundancy is a running theme here. "We have two radars, two sounders, two GPSs, two fire pumps plus the emergency, two bilge pumps plus the emergency," says Chelazzi. "If the generators stop, there is a space of about six seconds before the emergency generator starts – so we have two battery packs: with this there will be no blackout and the systems will keep working."

For communication, the captain insisted on a Venktron public address system, the kind used on passenger ships. "The telephones in the guest cabins become the speakers from the bridge," he says. "I can push a button and talk to everybody around the boat – it is important

"This, for us, is very important: to have a custom product made in Italy, but with Northern European quality"

he returned to the trade, but moved up considerably in size: the first boat from his new Tankoa yard in Genoa would be 60 metres-plus. With Baglietto's top management and entrepreneurs on-side, plus a prime waterfront plot in Genoa, right next to the international airport, the young yard had a distinctive aim. "This, for us, is very important: to have a custom product made in Italy, but with Northern European quality," says Edoardo Ratto, general manager at Tankoa. Many of the yard's workers have years of experience working at Baglietto, but others were hand-picked from yards further north, with specialisms in a variety of areas.

A client signed on for the first build and Francesco Paszkowski worked up a design, but the global financial crisis hit and the client put it on hold. Thanks to intelligent investment in its early years, the yard's finances remained healthy and in 2014 a new owner bought the project. He asked Paszkowski to refresh the design – in particular the beach club, which has gained four metres and an incline. It is an elegant, modern exterior, with what Paszkowski describes as "an accurate combination of curved and clear lines" defined with flashes of silvergrey and black. Inside, Paszkowski collaborated with interior designer

for safety reasons, or if you want to inform the passengers regarding an arrival time or some special area you are passing." On the wing stations the same system is set up on a crew-only loop and hands-free, so the captain can concentrate on the levers for the engine, bowthruster and rudder. "Otherwise he must be an octopus," says Chelazzi with a smile.

Indeed, maintenance and usability have been carefully considered. The yard built the stern and beach club in stainless steel for low maintenance. At the other end of the spectrum, the Ferraro Arredamenti-designed ceiling panels on the aft deck overheads are easily replaceable if damaged and fastened to the ceiling structure for extra safety. There are even water points everywhere so that crew can hose down decks without snaking hoses half-way around the boat.

The ambition to be a boutique, custom yard is visible in unusual design decisions. Whether guests alight by tender at the spa-like beach club – rather a tempting foretaste for weary travellers – and saunter up the glamorous central staircase, or arrive by passerelle a level above, the main deck lobby is the space that welcomes them with its glamorous bar. It's unusual to dedicate such a chunk of space to an entrance hall. "It's very different from any other boat we designed so

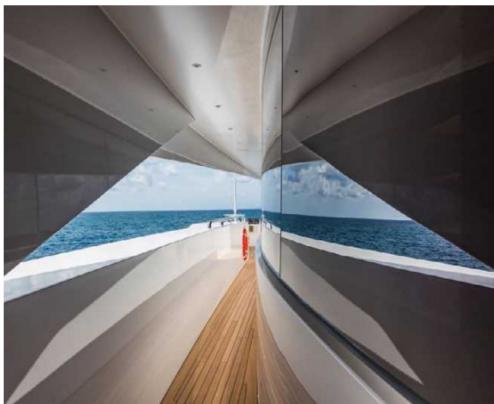




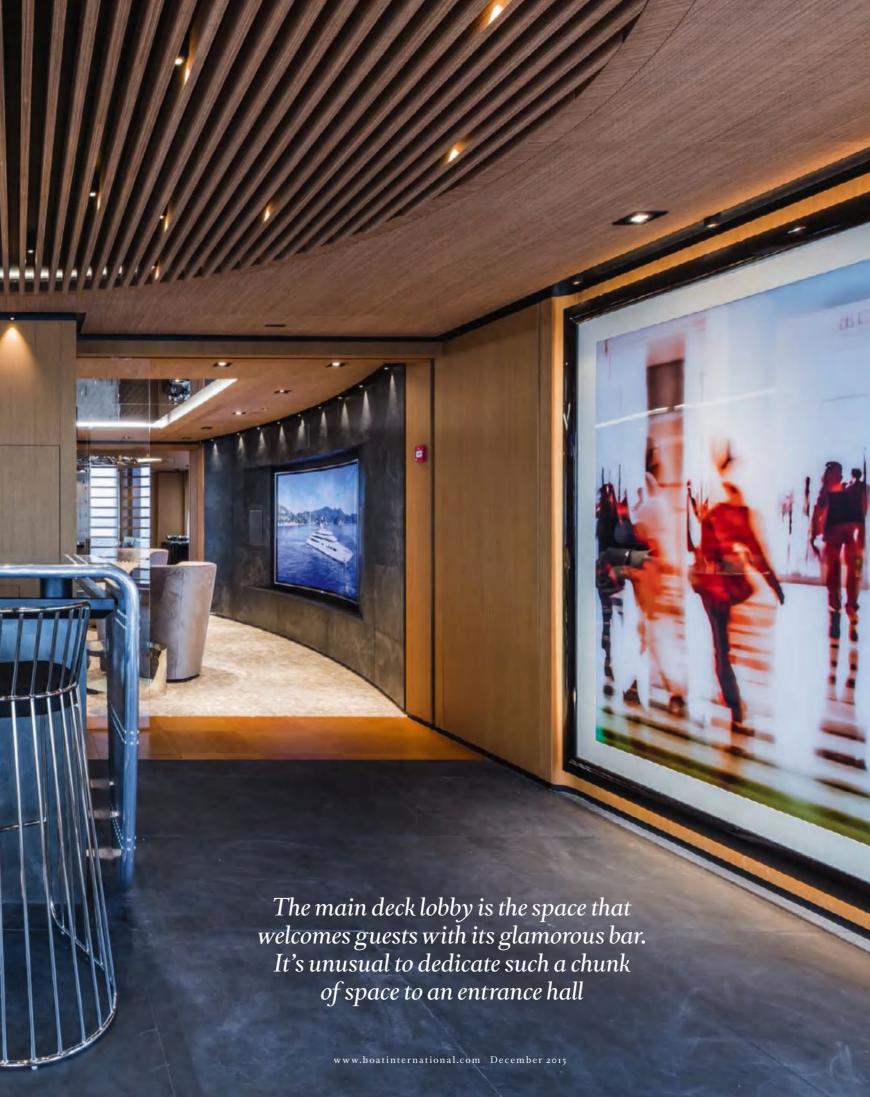












Inside, Francesco Paszkowski collaborated with interior designer Margherita Casprini on a cosy and contemporary atmosphere

far," says Paszkowski. "You actually step on board through lateral sliding doors instead of sliding doors from the aft deck." This quirk freed up the aft of the lobby to become what he likens to "a winter garden surrounded by glass walls". With wafty white curtains and low sofas, it elevates the lobby into light-flooded private lounge. Books by day, cocktails by night.

Forward from here, rather than a formal saloon, there's a TV room with an 80-inch curved screen – and no windows. This is a creative solution: ventilation ducts from the engine room run up through the wall here, precluding ports. "So it appeared to be the best area to place the TV room – combining a technical issue with an owner's request," says Paszkowski. "You can close sliding doors from the lobby and from the dining, to make the area darker." The décor here is soft and comfortable, with rounded furniture, plump upholstery, silky carpets and velvets in taupe and pale gold.

Partially separated from the TV room by a massive fish tank, the dining saloon focuses the attention on two artworks designed by Paszkowski's studio, one a ceiling sculpture of mercury-like blobs that reflect light from the surrounding recess and reflections from the table below; the other a wine cooler that displays the vintages on offer in the cellar. Forward on this deck are the four guest cabins with Carrara marble en suites and the full-beam VIP – chic and masculine in black leather, lacquer and warm woods.

On the upper deck the designer and yard created another unusual space. To protect the beach club, fumes are channelled up a smokestack that reaches from the engine room to the mast – through the middle of the upper saloon. Paszkowski made this division a useful one, with sliding partitions that can sequester the space from the single open-plan into two or three parts depending on the occasion: these comprise a sushi bar to port, a saloon-cum-cabin to starboard – the sofa transforms into a bed and an adjoining head becomes an en suite – and a seriously glamorous sitting room aft. Here light refracts through skylights in the bottom of the pool above onto the grey velvet sofa and dappled silk carpet. Even that inconvenient smokestack looks part of a plan, clad in black leather and chalky Jerusalem stone.

The owner's cabin is forward on this deck, with an office, dressing room and massive bathroom. "Privacy is ensured in the office by rotating foils inside the glass wall," says Paszkowski. "The bed with a leather bedhead is centre stage and its raised position enables a striking outside view."

The owner's spa pool forward is surrounded by sunpads and shielded from the foredeck proper, slightly lower down, by artfully placed

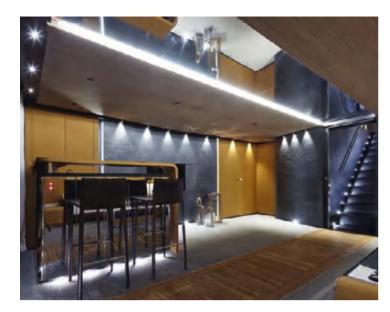
awnings. It's a short stroll aft from the suite to the central lift (within the mast to avoid affecting the yacht's line) where he can either go down to the main deck, up one level to the gym, or up one more level to that ultra-private sunbathing area – a couple of sunpads and a little decking perched on the hardtop.

This is one of several excellent exterior decks but the wheelhouse deck – more than a third of the boat's length – boasts the lion's share of treats. The 8,000-litre heated pool has a waterfall and a bar, while aft the touch-and-go helipad is surrounded by sunpads for daytime lounging. In the evening, fold down the helipad's rails, set up a DJ at the bar, turn on built-in lights and you have a disco. When serious volume is called for: "We have extra speakers to the ones installed in the bulwarks," says Chelazzi. For more sedate parties, the upper aft deck offers alfresco dining for 12 to 14 and comfortable seating.

For crew, things have been well thought-out: routing means they never have to pass through a guest area and the galley has every conceivable oven, plus a blast chiller for sushi prep and mini refrigerated drawers for frequently used ingredients. Up on the wheelhouse deck, crew stuff used towels into a dumb waiter that takes them down to the tank deck laundry. There are two large, adjoined messes and each lower deck crew cabin has its own TV and en suite, while the captain's cabin is aft of the wheelhouse, with its own office.

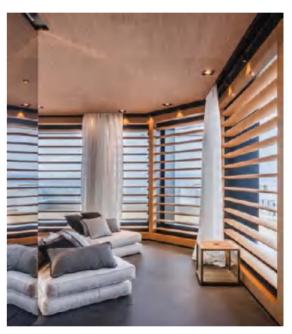
There's so much storage: big cold-stores, dry stores, luggage stores and freezers, garbage crushers and a five cubic metre fridge for storing compressed refuse. There's even storage for cushions built into the upper aft deck. A foredeck hatch houses three or four jet skis – the owner's son is a big fan – while two tenders are stored in a side-opening garage. This, of course, frees-up the stern for that spectacular beach club, arguably the yacht's greatest charm. In good weather it offers ample lounging out on the stern platform or fold-down terraces to port and starboard. In bad weather, sliding glass doors enclose it and there is still plenty of space to relax inside on low sofas, as well as the sauna and hammam to warm up in. And the central stairs make a big difference.

Many beach clubs, connected to the rest of their boats by exterior staircases or pokey, warren-like steps inside, feel like faintly utilitarian add-ons. This feels central to the design, a starting point rather than an afterthought, and it enriches the overall lifestyle on board. Low-lit under slate walls and trimmed with smooth carpet, it is described by Paszkowski as "a world apart, separated but strictly connected with the main deck and the sea". Lying on a massage table here, with the waves bumping gently against the hull, you might well forget where you are. \blacksquare







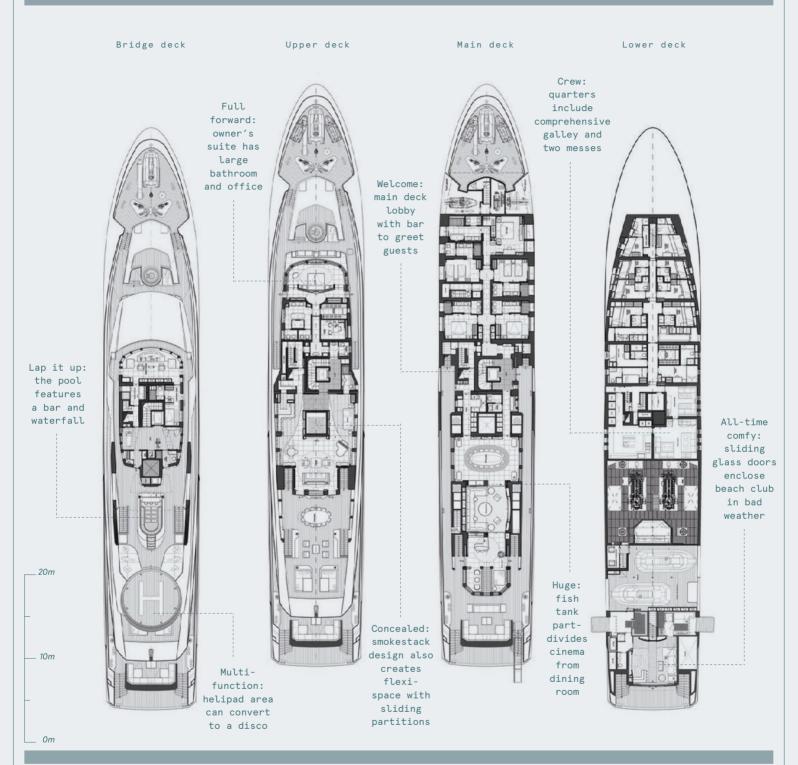






SPECS

SUERTE TANKOA YACHTS



LOA 69.3m

Beam 11.6m

Draught (half load) 3.1m

Displacement
1,120 tonnes

Engines

2 x Cat 35

2 x Cat 3516B DITA-SCAC HD, 1,825kW @ 1,600rpm Speed (max/cruise) 16.5/15 knots

Range at 15 knots 3,000nm

Generators 2 x 230kW;

1 x 155kW; 1 x 80kW emergency Fuel capacity 162,000 litres Freshwater capacity 37,600 litres

Tenders
2 x 7.5m Dariel
Owners/guests 12
Crew 19

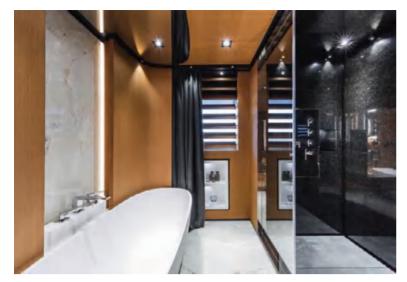
Construction
Steel hull;
aluminium
superstructure

Classification RINA - CHULL, MACH, unrestricted, YCH (MCA), Green Star. LRS: 100 A1, SSC, Yacht, Mono, G6, LMC, UMS, EP. MCA

Naval architecture
Professor
Vincenzo Ruggiero
Exterior and

interior design Francesco Paszkowski & Margherita Casprini For charter
Contact yard
Builder/year
Tankoa Yachts/2015
Genoa, Italy
t: +39 108 991 100
e: info@tankoa.com

w: tankoa.it













A NIGHT ON THE ROCKS

Statement diamonds and elegant evening wear give a grown-up sophistication to long winter nights.

Sometimes only the best will do

Photographer - Frederic Pinet

Stylist - Fiona Rubie





















Opposite: wool dress, £1,165, by Balenciaga at Matches Fashion, matchesfashion.com. Dior Joaillerie pink gold and diamond earrings, £6,600; yellow gold, diamond and mother of pearl bracelet, £1,050; yellow gold, diamond and turquoise bracelet, £1,150; yellow gold, diamond and lapis lazuli bracelet, £1,350; and pink gold and diamond ring, £10,500, dior.com. Omega yellow gold and leather watch, £8,880, omegawatches.com.

This page: Alberta Ferretti plumeti toulle dress, £1,980, +44 207 235 2349. ConSept rabbit-fur throw, £2,500, +44 20 3478 4838.

Ritz Fine Jewellery diamond, ruby and white gold bracelet, £160,000, ritzfinejewellery.com. Bulgari lizard clutch, £3,510

Model: Adina Forizs @ IMG London. Make-up by Maria Comparetto using Sisley Paris cosmetics. Hairstylist Oliver Daw at Frank Agency for blowtogo





THE



DREAM



CHASERS

ALL

You may have a £60 million boat and millions more

each year to run it, but scraping together two

weeks to relax on board with your family is a herculean task.

So making those days worth every second

is the best gift you can buy a superyacht owner.

Three companies exist to ensure that time is worth the

investment: record-breaking journeys into the wild, Michelin-

starred meals on a glacier or dancing in the desert, they are

offering experiences that money couldn't buy, until now.

Meet the magicians who make the

IMPOSSIBLE POSSIBLE...

Words - Caroline White

the magic maker

Picture this: a family, holidaying on their superyacht north of Morocco, take a day trip to a dusty town on the edge of the desert. They stop for a drink in a bazaar and one of the children buys a brass teapot from a nearby stall. As they drive away the children find a note in the teapot's spout that says: "A man named Ali Zabor holds an ancient map that could lead to mountains of gold."

So begins an adventure by 4x4, helicopter, camel and hot-air balloon in two continents and ends, 10 days later, on a Balearics beach with a battle between hundreds of pirates.

This utterly bespoke experience is one of the "thrilling fantasies" put on by the VIP travel company Based on a True Story (BOATS) massive (and massive budget) productions built around extremely lucky children. But the company also specialises in "pure reality" more grown-up affairs in which "we ensure that guests experience the very essence of a place", as founder Niel Fox puts it. A couple who wanted to explore Cuba knocked on a hidden door in Havana: it was opened by Che Guevara's son and the Buena Vista Social Club were playing inside. Later they climbed an ancient Mayan ruin in Mexico on the night of a full moon and looked down as hundreds of native people with blazing torches performed a ceremony of cinematic proportions, just for them.

On another trip, on the 50 metre Indonesian phinisi Silolona, the team took clients to meet the Dani people in the central highlands of New Guinea and the Toase people up a remote river system. The latter experience wasn't "first contact" but it wasn't far off. Every night museum-quality local artefacts were left as gifts on the guests' pillows.

"Another family were hosted by the maharajas on every stage of their trip through India," says Fox. "That's them playing elephant polo against the Maharaja of Jaipur, which they won actually." He's leafing through an embossed tome filled with eye-popping photography – a pro photographer is on every trip and the clients receive one of these bespoke books (worth up to £20,000) as a memento. BOATS even designs a logo for each trip, which turns up on everything from dressing gowns, crystal glasses, customised Moleskine notebooks and even parachutes.

The scope is limitless – the minimum investment is £250,000 and can run to many millions – and the direction is led by the

imagination and knowledge of an eclectic team. Fox himself is a seasoned adventurer who, in 2000, travelled by natural power from Yorkshire, where he was born, to Antarctica, including 23,000 miles by bicycle. During this journey he met a superyacht owner who enlisted his know-how and Based on a True Story's first adventure was put in motion.

Fox's colleagues now range from a marine conservationist to a former Buddhist monk and mountaineers with first ascents under their climbing belts. Clients include Middle Eastern royalty, Americans, Europeans and Chinese – in all they've created more than 100 journeys, all entirely different, about a third of which have involved supervachts.

After an initial conversation, clients usually hand over the reins to BOATS. "We encourage clients to completely trust us, so they often don't know where they are going, or what might happen. They just know what sort of clothes to pack," says Fox. And it's not always a swimming costume. "In Scandinavia last year, our clients' children found a troll under a glacier while a Michelin-star chef set up a meal for the adults on top of it."

the party powerhouse

"The other day a guy called me and he said: 'Look. Party, Norway, 70 degrees north. Can you build me an ice palace?" says Kit Harrison.

Harrison is MD of world-romping events company Dreamsmith, whose spectacular bashes have included a bespoke tented gamecamp in the Maasai Mara, dinner atop a dune in the Kalahari and a dance party in the Agafay desert outside Marrakech, where they built a stage and flew in the band. He admires the floating Archipelago Cinema, created by German architect Ole Scheeren on a Thai lagoon, and wants to do something similar.

It's all, he says, about having an uber black book and, as an offshoot of ultra-luxury travel company cazenove+loyd, Dreamsmith's is enviable. For a party in India it is changing the status of an airport from domestic to international to allow a certain plane to fly directly to the UK. It required ministerial sign-off. The man will have his ice palace.

Intriguingly for superyacht owners and charterers, the company is partnering with Burgess for an initiative called Ship to Shore. These events, for which clients stay on superyachts, will be highly tailored to customers' demands but examples include

a 50-person 50th birthday that includes dinner with Alain Ducasse, lapping the Monaco Grand Prix circuit and a treasure hunt rally through the French countryside in classic cars; a culture-packed 60-person 60th birthday in Istanbul; or a 70-person 70th in Mustique. Through Dreamsmith, the private island will now allow two extraordinary parties each year.

In essence, Harrison believes people are bored with the cookie-cutter marquee, Champagne and canapé parties that he describes as an expensive social arms race. "Why not do something for four days with people you really want to spend time with?"

the adventure pros

Planning a true adventure – a voyage to the Antarctic or a drift along the Pacific's remotest shores – gives a special purpose to superyacht ownership or charter. It also involves a huge investment in a tough boat and experienced crew. This is where EYOS Expeditions comes in: the adventure specialist company enhances and bulletproofs the experience. "A few vessels have gone through the Northwest Passage without a guide, but they missed the good stuff," says Tim Soper, founder of EYOS. "Some didn't even see a polar bear. It takes a lot of local knowledge to know where the concentrations of wildlife are and a guide enhances the experience immeasurably."

EYOS takes on the logistical work, from itineraries to technical recommendations or permits before a trip, and arranges for an icepilot to accompany a yacht. Safety is a serious concern and precautions run from constant reading of weather conditions to carrying survival gear on trips ashore, just in case.

Here the polar bears crop up again: Soper has fired flares to stop one approaching guests and, as he says, "A guide is always looking to see a bear from far away. If you're not paying attention they can sneak up on you."

Soper gained his nous on commercial expedition ships as a dive master and Zodiac driver, and he has assembled a crack team of specialists. Trips have ranged from Papua New Guinean villages on 48 metre *Hanse Explorer*, to Antarctica on 88 metre *Arctic P* – they went further south than any vessel in history. "We are about presenting a place in the purest possible form and giving clients the safety and comfort to enjoy it on their terms," says Soper. There's no club quite so exclusive as those who have reached the last true wilderness.



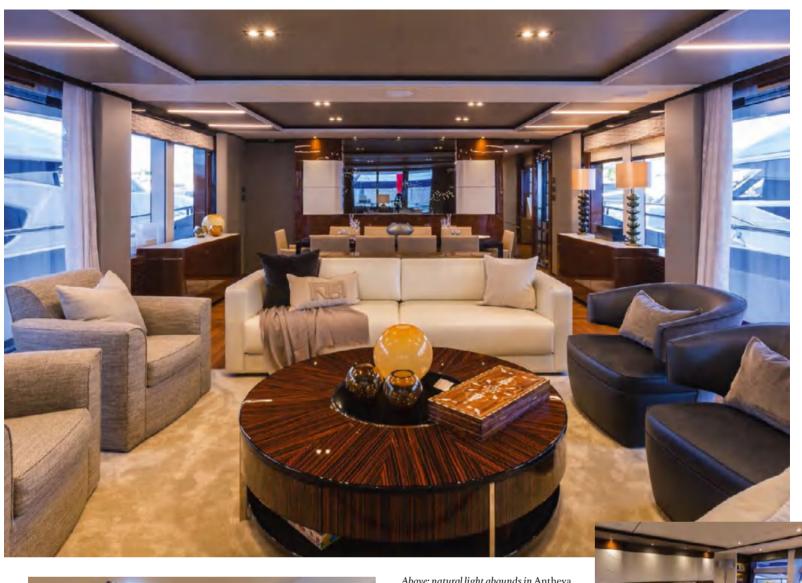




Princess Yachts rules the semi-custom kingdom with its majestic M Class superyachts. Now there's a new member of the family, the beautifully appointed 35M

Words - Risa Merl

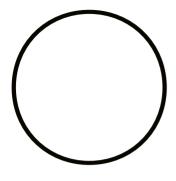






Above: natural light abounds in Antheya III's spacious main saloon, thanks to floor-to-ceiling windows. Left: the floating stairwell between main and lower decks is the biggest "wow" factor aboard, while the master suite (right) and main deck dining area (below) show off the panelling and textures of which Princess Yachts' director of creative design is particularly proud





ne way to gauge how much an owner loves his newly launched superyacht is to see how they behave during a boat show. When the first Princess Yachts 35M, Antheya III, made her debut at the Cannes show this year, her owner rarely left the boat. He sat in the shade of the aft deck, pleased with the positive reaction from visitors but entirely uninterested in becoming

part of the action. "I'm not here!" he said with a smile, waving away any attempted introductions. He preferred to blend into the background, but had no intention of relinquishing his place on board. This is an owner who plans to put his yacht to good use, so why waste any time?

This satisfaction has not come as a complete surprise as he's owned four Princesses over 15 years, his boats growing in size along with the British builder's offerings. Now he's stepped up from a Princess 32M of the same name, Antheya being a combination of his children's names. It's rather apt: three generations of the family will enjoy *Antheya III* and they all influenced her design.

It's only natural that such a devoted Princess owner would take delivery of hull No.1 of the 35M, a yacht dubbed an "evolution" of the builder's 32 and 40 metre models. Notable changes are seen inside and out – as well as below the waterline with a newly optimised hull. Bernard Olesinski Limited worked in collaboration with Princess Yachts' in-house designers and engineers to develop the hull form, exterior styling and layout of the 35M, while the interior is styled by the Princess

Design Studio. Because it was hull No.1, the owner was able to influence the yacht's specifications and design, shaping much of what would go into the latest family member in the M Class range.

The Plymouth-based builder took the semicustom market by storm with the launch of its M Class series in 2011, with the flagship 40M, *Imperial Princess*, picking up a World Superyacht Award in 2013. The range now runs to three models, with a new 30M replacing the old 32M at the lower end, but the 35M is no neglected middle child. If anything,

she shines brighter than her siblings. The 35M's impressive foredeck lounge, for one, makes that of the 40M look tiny by comparison. A forward-facing bench beneath the pilothouse is fronted by two L-shaped settees and tables, all of which can be shaded with an awning, and forward yet of this are two big sunpads, enjoying the best view in the house. As Justin Olesinski, managing director of the Bernard Olesinski design studio, explains: "The 40M really pushed the boundaries and, in essence, we took what we learnt from the 40M and put it into the 35M."

Exterior design samples both its big and little sisters, hitting a styling note that is immediately Princess. Despite the fact that the 35M is a raised pilothouse yacht and the 40M a tri-deck, striking similarities are in the exterior styling. The window design on the forward deck master is the same on both, with cat's eye-shaped glazing cut into the hull just below another window in the superstructure, letting ample light into the master and giving a defining geometry to the exterior lines.

"We wanted the 35M to fit in the range between the 32M and 40M - like a BMW, you have to keep it looking similar even though it's

different," Olesinski says. "The forward end [of the 35M] is similar to the 40M, while the aft deck is more similar to the 32M. We've picked some of the best features of the yachts either side to create a winner."

The 35M has a sporty, aggressive look about her, an aim of the designers. "We always try to reduce the height from the outside, while inside increasing the headroom," says Olesinski. "The 35M is lower than similar yachts in her size range, which not only makes her look faster and sleeker, but it also increases seakeeping abilities because the centre of gravity is lower."

It's an important attribute for a yacht designed with an eye on performance. It took Bernard Olesinski more than a year to develop *Antheya III's* optimised hull, during which time the design studio investigated more than 100 hull forms with its in-house CFD and proprietary Hull & Hydro software.

The progressive V-hull is a hybrid design that's efficient at both semi-planing and displacement speeds. Not only is the 35M faster than her big sister, but drop down to 12 to 14 knots in standard cruise, and she's 20 per cent more efficient. Aided by gyro stabilisers, she's extremely sure on her feet as well. The added efficiency will be a benefit to *Antheya III's* owners, who plan to log many miles in their preferred cruising grounds of the Mediterranean with the kids and grandkids in tow.

"This boat has had an enormous influence from the client because he's got three generations of his family on board," says Sarah Verey, director of creative design at Princess. "We've had to explore practicality as well as the beauty of the boat." As such, there is no open shelving to show off knick-knacks. Instead, much discreet storage is built-in, which you might miss unless you knew where to look. The

glassware is cleverly concealed in columns in the dining area, as Verey points out: "When you open it up it's beautifully lit and shows the cut glass, which is nice as well as practical."

All the berths lift to hold linen for the cabin; the crew accommodations have under-floor storage you can climb into for dry stores; there is a huge bosun's locker at the bow; and the garage stows a 5.65 metre tender and a wet bike. Maximising space is a trick that Princess has honed over half a century building smaller motor yachts. Andrew

Lawrence, head of design at Princess, says: "We're always chasing every last millimetre of space and we took that philosophy forward into the bigger boats, maximising the volume. With the 35M it's all about interior volume and bringing light in; that's what sells boats these days."

The 35M really lives up to this mantra, introducing huge picture-box portlights on the lower deck that are larger than those on her predecessors. There are floor-to-ceiling windows on the main deck and sliding glass doors on either side that open on to fold-down balconies, making the main saloon a true indoor-outdoor living space.

The biggest wow factor inside, though, is the floating stairwell. Stairways and lower-deck foyers on yachts of this size can often be narrow, dark spaces, and the goal was to open this up. A full-height glass bulkhead frames the solid, leather-wrapped baluster and walnut flooring treads. It's a striking piece that's also an engineering marvel.

Another unique feature on *Antheya III*'s main deck is the flock of birds that wing their way across the glass backdrop in the dining saloon and the leather headboards in the master cabin. The 3D feature, known

"We're always chasing

every last millimetre

of space. It's all about

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sells boats these days"



The sundeck of the Princess 35M is a huge and versatile space. Antheya III's owner chose the custom layout, with a dining table under the hardtop, and forward and aft-facing seating

as "Flight", was stumbled upon accidentally when Princess's design studio was experimenting with a new kind of panelling, but it will be offered as standard on future builds. It's a moment of engaging textural design, one of many found on board. "It is about textures," says Verey. "That's something I work on really hard, rather than having a pattern in it, it has to have a texture."

Verey's influence can be seen in the geometric pattern throughout the timber in the wall panelling, which is complemented by the Rubelli hand-dragged gold wallpaper, cut into the same veneer as the timber. Interesting materials abound, such as the liquid metal finishes on the saloon console tops.

Despite the fact that Antheya III is draped in Louis Vuitton blankets and dotted with Fendi pillows during her public debut at the Cannes show – a nod to Princess Yachts' ownership by LVMH – this is clearly much more than a showpiece yacht. She will be lived in, and elements such as her bamboo carpeting, which meets the owner's brief for hypoallergenic materials, speaks to this. Bamboo carpet is also a practical choice as it can help dampen vibration and noise levels, and is better value and easier to clean than many other carpets.

The owner also had his say in the third lower-deck suite, which features a family lounge layout. Multiple layouts are available for the 35M, the standard being a five-cabin interior with a main deck master and four guest cabins on the lower deck. On *Antheya III*, the owner merged the two aft twin cabins to make a single, large lounge. The starboard side has a berth, while the port side has a sofa and TV.

It's an intimate family space where the generations can gather for games or films. Come bedtime, a partition slides shut, dividing the room. The lounge sofa converts into a bed and, once again, there are four guest cabins.

Crew accommodation is found forward on the lower deck, with the crew area linked to the galley so staff can move freely between the working zones without getting underfoot. That being said, the owner of *Antheya III* gets on well with his crew and, as such, the pilothouse is specifically designed with a welcoming lounge seating area and round table where he can spend time with the captain during the journey.

The owner also chose the custom layout for the flybridge, which sees a round table under the shade of a hardtop, a midline bar and seating and sunpads aft. Previous Princesses were customisable to an extent – the furnishings on the fly were often moulded in, so there was only so much you could change – but here more loose items have been used to give owners greater freedom with the layout of their top deck.

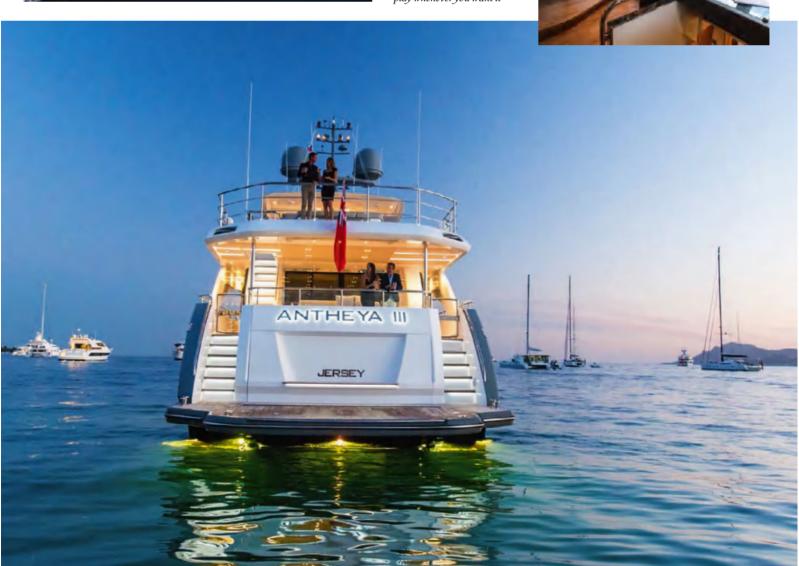
Hull numbers two and three of the Princess 35M are already in build and number four is being moulded. A fifth build slot is available for spring 2017. François Zuretti was chosen by the owners of the second hull to design a classic interior, marking the first time the French designer has worked with Princess.

While this first 35M will be entirely private, she's built to meet charter code requirements, strictly with an eye to resale, for that inevitable day when her owner decides to step up yet again – to a Princess 40M, we'd be willing to wager. \blacksquare





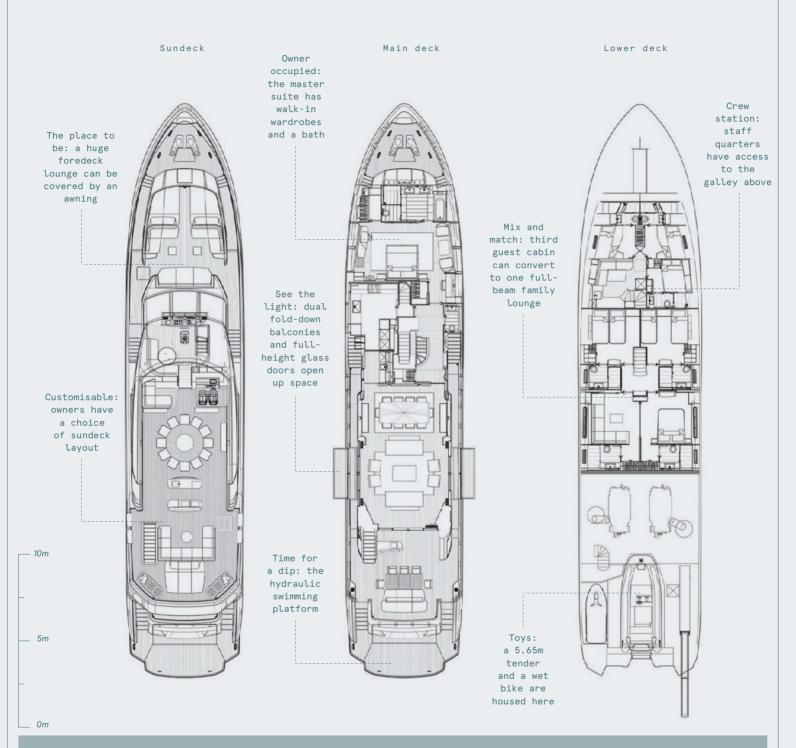
Above: the main deck aft offers not only alfresco dining but, unusually, aft-facing seating for a view over the transom.
Right: the raised pilothouse looks out on the stunning foredeck lounge, while the hydraulic swimming platform, (below) brings the water into play whenever you want it



SPECS

ANTHEYA III/PRINCESS 35M

PRINCESS YACHTS



LOA 35.15m

Beam 7.3m

Draught 2.11m

Gross tonnage
248GT

Engines
2 x MTU 16V

2000 M94

Speed (max/cruise) 26/17 knots Range at 10 knots 1,750nm Generators 2 x Onan QD, 65kW Fuel capacity 18,000 litres
Freshwater capacity
3,250 litres
Tender
1 x 5.65m Williams
DieselJet 565

DieselJet 565

Owners/guests 8/10

Crew 5

Construction

Composite

Classification

RINA Commercial,

MCA LY3 Short Range

Naval architecture

Bernard Olesinski

Bernard Olesinski

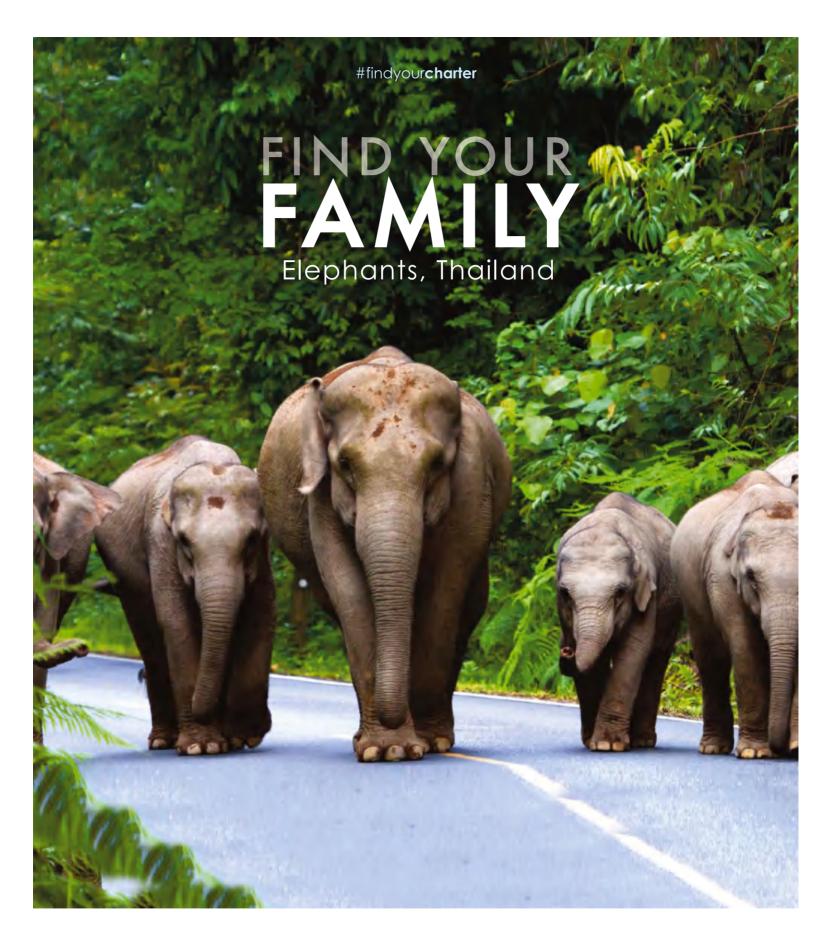
Exterior and
interior styling
Bernard Olesinski;

Studio
For sale
From £8.28 million,
ex-VAT

Princess Design

Builder/year Princess Yachts International/2015 Plymouth, UK t: +44 1752 600657 e: mclass@ princessyachts.com w: princessyachts.com

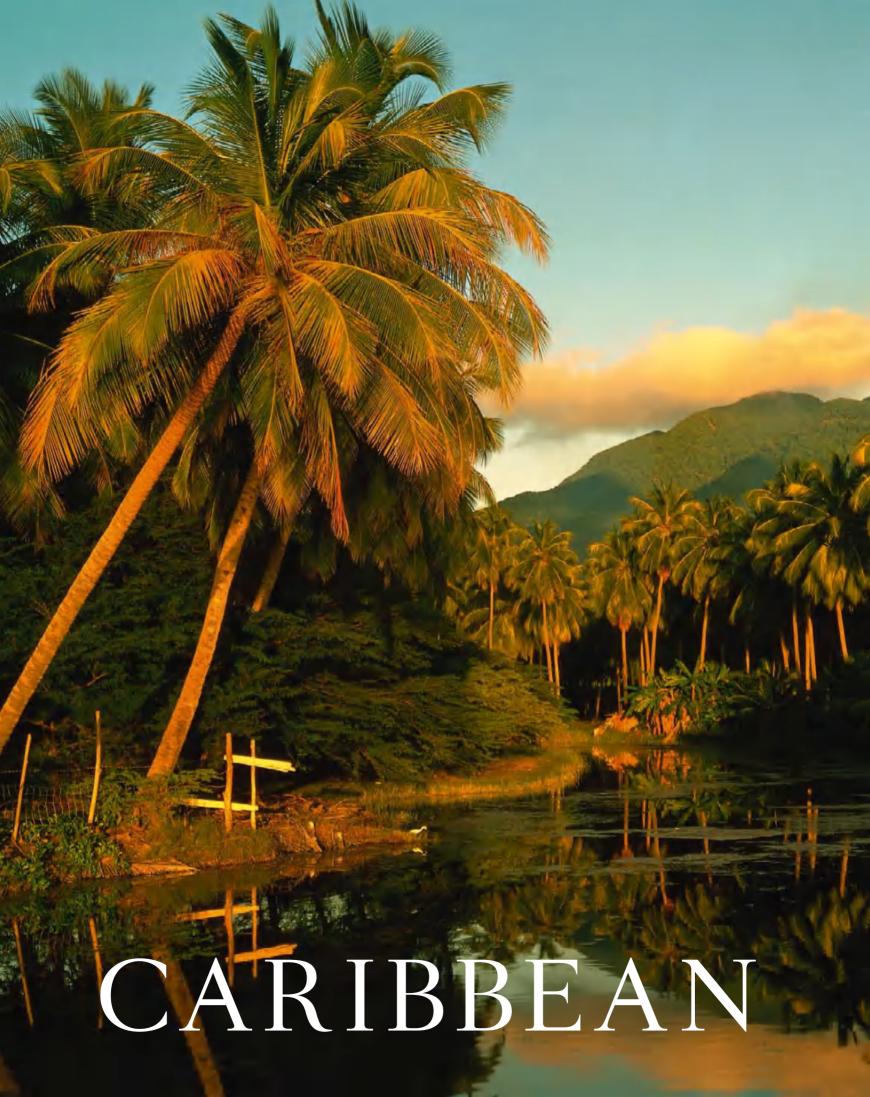




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Showbusiness royalty (Noël Coward, below, with Joyce Carey), real royalty (Princess Margaret), billionaires (Richard Branson) and authors (Ian Fleming) have all fallen for the Caribbean's rich history, laid-back ambience and lush natural beauty. Sarah Gilbert explains how to follow in their famous footsteps 172





Left: Villa Rockstar

has a screening room

WHERE THE STARS COME OUT TO PLAY

Necker Island, BVI

► Richard Branson loves a party. Perhaps that's why Necker, his private island home, is where his celebrity friends come to let their hair down, far from prying paparazzi. It's a resort run with the motto "anything is possible" (Branson arrived at his own wedding clinging to the struts of a helicopter) and it's less hotel, more house party, where guests can help themselves from behind the bar. There's no dress code for dinner - staff wear shorts or bikinis to work - but for the island's legendary parties you're encouraged to dress up. Branson's icebreaker is to get up on the table and bust some moves, then anything goes, all helped along with Champagne - so free-flowing it's dubbed "Necker water" - until the last man, or woman, is no longer standing. Fortunately, Vegas rules apply: what happens on Necker stays on Necker. virginlimitededition.com



▶ Villa Rockstar certainly lives up to its name. Wannabe rock stars can lay down tracks in the state-of-the-art - and soundproofed studio, which comes complete with a full line-up of instruments and the actual Neve mixing console that John Lennon used to record Imagine. And don't worry if you can't hold a tune. Eden Rock has a partnership with an LA producer-to-the-stars who will polish your soundtrack overnight. Spread over three floors and 1,500 square metres, you can squeeze quite an entourage into Rockstar's dazzlingly white, open-plan space. When you're not recording, make like a superstar and knock back a whisky or two - there are 40 to choose from - in the hot tub. A walled garden keeps any passing paparazzi at bay and a discreet butler caters to your every whim. The four ultra-luxe suites come with views over St Jean's perfect crescent of sparkling sand and one - the Freddie Mercury - even has its own circular bathroom lined with white gold mosaic tiles. Now that's rock 'n' roll. edenrockhotel.com



HOTOGRAPHS (PREVIOUS SPREAD): 4CORNERS; GETTY IMAGES. THIS SPREAD: COURTESY MONTPELIER PLANTATION AND BEACH; GETTY IMAGES; EYEVINE; NEW YORK TIMES; CORBIS



Every winter Ian Fleming would hole up at his five-bedroom tropical retreat at Oracabessa Bay and create another Bond adventure. Jamaica was his muse and now that the villa is part of the Golden Eye Hotel & Resort (owned by Island Records founder Chris Blackwell) you can discover the places that inspired him. A new Fleming-focused package involves staying in seclusion at his home. His day ran like a well-oiled machine and you can follow suit: he would go fishing in the morning (Golden Eye will arrange for you to catch your lunch with the help of local fishermen); write 1,000 words (at least scribble your postcards at the desk where all the 007 books were penned); have cocktails on the terrace; then go snorkelling (the inspiration for Octopussy); another 1,000 words in the late afternoon; before more vodka martinis (shaken, not stirred) and dinner at Firefly, the pad of his old pal Noël Coward (you'll get a private tour of his house). Dr No was shot in and around Ocho Rios, so sit back on Fleming's private beach and imagine Honey Rider – or Daniel Craig, if you like – emerging from the surf. You have licence to chill, after all. goldeneye.com



A RIDE BACK IN TIME

The Heritage Trail, Nevis

▶ Verdant Nevis may be the place to perfect the fine art of limin' - doing nothing in particular - but this diminutive island also packs an outsized historical punch. Centuries of colonial history have left their mark on the Queen of the Caribbees and cycling along the Heritage Trail you'll pass the oldest wooden house in the Caribbean, still standing after almost 400 years, and the austere Bath Hotel, the Caribbean's first. The island became rich from sugar but Montpelier Plantation, where Horatio Nelson married Fanny Nisbet, is now home to a boutique hotel surrounded by tropical gardens, all lofty palms and tumbling bougainvillea, where brazen vervet monkeys tug ripe mangoes from the trees and you can dine by candlelight in the 300-year-old sugar mill, Mill Privée. End up in Charlestown, the unhurried capital, where the perfectly preserved stone buildings are redolent of another age, from the 17th century Nevis Slave Market, to the food market, its stalls piled high with plantains, breadfruit and Scotch Bonnet chillies. nevisisland.com



Colin Tennant (above) developed Mustique in the 1960s and built a villa for Princess Margaret (top right)

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Which Caribbean island is for you? boatinternational. com/caribbean-



Jump Up at Basil's Bar, Mustique

Every Wednesday the institution that is Basil's Bar - the social hub of uber-chic and privately owned Mustique - jumps to the reggae and calypso beats of a live band. And Basil Charles, aka the King of Mustique, is at the heart of it all, as he has been for the past five decades. Charismatic Basil charmed the British aristocracy from the start and, as well as being a friend, he was Princess Margaret's go-to guy for cold drinks, delivered direct to her lounger. His Robinson Crusoe-esque bar, set on the rocks in Britannia Bay, is still the ultimate melting pot. Is that Georgia May Jagger knocking back a rum punch or Bryan Adams strutting his stuff? Everyone's far too cool to notice - even when a barefoot Prince William belted out a rousing rendition of Suspicious Minds. In Mustique, nonchalance is key, even at the Jump Up. basilsbar.com



The famous Basil's Bar, Mustique, and (inset) Basil Charles himself

▶ The sharp volcanic peaks of the twin Pitons rise out of St Lucia, creating the island's most distinctive landmark. Gros Piton is 27 metres taller than Petit, at 770 metres, but is actually easier to climb. While it's not for the faint-hearted, you can do it in four to six hours on a guided hike. Take on the challenge and as you traverse the narrow switchbacks and steps carved from volcanic stone you'll learn about the mountain's flora and fauna, as well as its history. During the slave rebellion of 1748, many of the freedom fighters sought refuge here after fleeing the plantations, and many of the guides are their direct descendants. While about a fifth of climbers don't manage to get all the way to the summit, those that do are rewarded with a humdinger of a view, which stretches over the island and across the sea to St Vincent to the south and Martinique to the north. Wind down with an ice-cold Piton beer that will taste even better than usual. grospiton.com



PHOTOGRAPHS: CORBIS; 4CORNERS; ALPHA; GETTY IMAGES

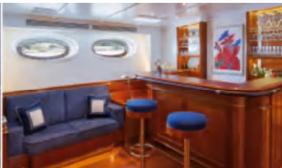
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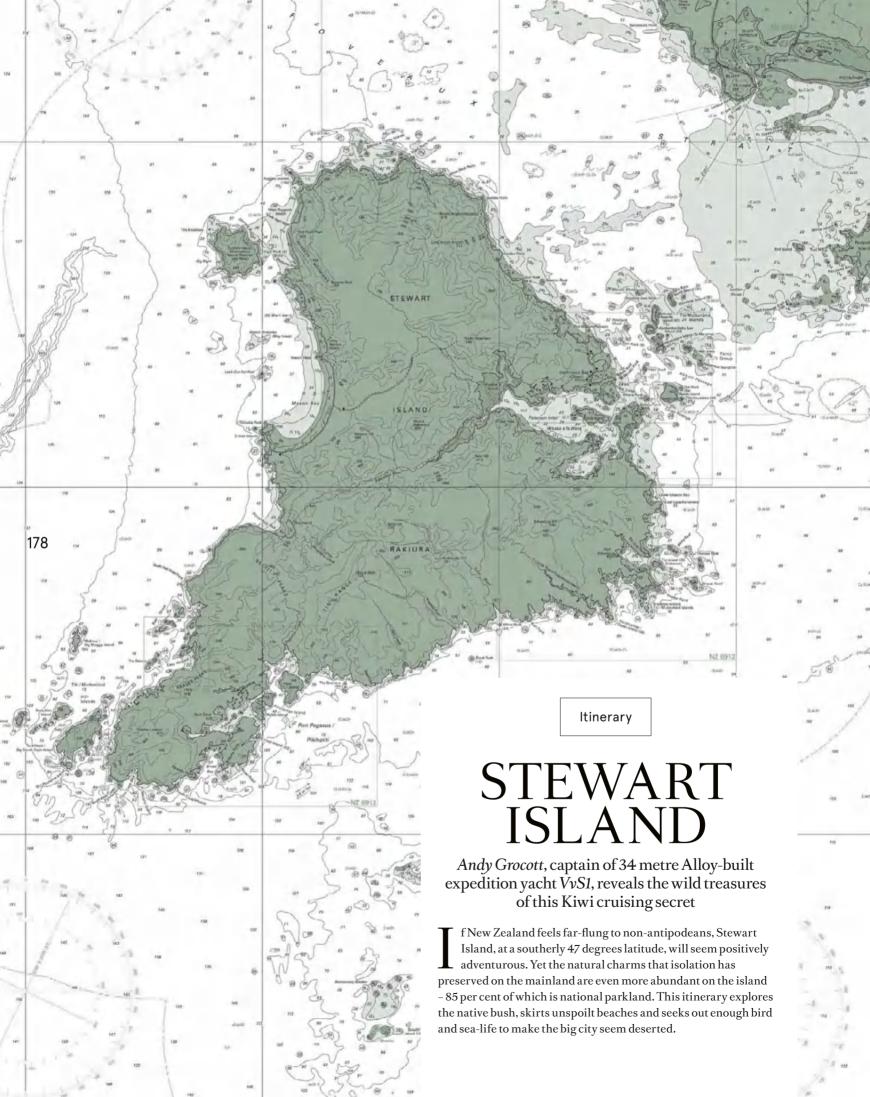




TC/127 Atalante Charte

Atalante is the ultimate family cruising yacht where both comfort and sailing performance are achieved. Designed following a Mediterranean concept, she offers luxurious accommodation and extensive alfresco living areas ensuring the ultimate comfort combined with an exciting sailing experience.

Charter bookings for Atallante are welcomed for cruises in the Caribbean, winter 2015/2016, and in the Mediterranean, summer 2016.

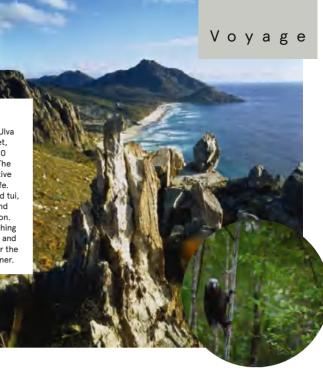


▶ Meet crew at the small town of Oban and tender out to the yacht anchored in Halfmoon Bay. Lunch aboard on local delicacies including Bluff oysters, then tender back to explore the small community of Oban (population 400) before relocating to a secluded anchorage in nearby Paterson Inlet.



DAY 2

▶ After breakfast, visit Ulva Island in Paterson Inlet, offering walks from 20 minutes to 1.5 hours. The trails wind through native trees rich with bird-life. Guests hear bellbirds and tui, and see kaka, weka and species of native pigeon. Spend the afternoon fishing for grouper or blue cod and bring home the catch for the chef to prepare for dinner.



The unspoilt beauty of Stewart Island

Cr of a f th hist expe for t Occ likely

DAY 3

► Cruise to Price's Inlet and the remains of a former whaling base. Wander among the boiling pots and read about the history of the base in Antarctic whaling expeditions. Anchor in Little Glory Cove for the evening and take a short walk to Ocean Beach at sunset – guests are likely to see kiwi hunting for sandhoppers among the washed-up kelp.



DAY 4

► Set out for Port Adventure and at low tide stop in Oyster Cove to collect the shellfish. Explore the beach and coves, snorkel for paua (abalone) or dive for crayfish from the rocky outcrops. Enjoy a teppanyaki dinner on the flybridge.

DAY 5

DAY 6

▶ Guests explore the myriad bays and coves of Port Pegasus, taking in Gog and Magog, two mountains stripped bare of vegetation and worn smooth over time by wind and sea spray. Visit the site of an abandoned settlement or take a short walk to one of the most southern beaches in the world to watch sea lions and penguins.

Gog mountain:
worn smooth
by the elements

unspoilt b
while liste
yacht con
and arrive
visit the E
Captain
freshwater

► Heading south, the yacht stops at Surveyors Bay and guests explore Lords River in the tender. Enjoy the unspoilt beauty of Stewart Island while listening to the birds. The yacht continues to Port Pegasus and arrives in time for guests to visit the Belltopper Falls, where Captain Cook replenished his freshwater supplies several times.



Left: Belltopper Falls, Port Pegasus. Below: the cruise begins and ends off the small town of Oban



► The yacht begins the journey north again to Paterson Inlet, stopping to explore the numerous bays on Stewart Island. During summer the sun does not set until about 10pm, allowing plenty of time to make the trip slowly, fishing, diving and walking ashore.

DAY 8

► After a breakfast from the teppanyaki hotplate, the

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teppanyaki hotplate, the crew return guests to Oban and the airport in time for their flight.

INFINITE VIEWS

The hottest new BVI rental this season, Reef House at Oil Nut Bay resort, is perched in the hills of Virgin Gorda's North Sound. Enjoy views over Eustatia and Necker islands from the infinity pool, tiki hut cabanas, or the outdoor bath of the master suite. Decisions, decisions. oilnutbay.com



OIL AND WATER

Christmas spent dipping into
Caribbean waters will leave your hair
looking less than festive. Kérastase's
Chronologiste Parfum en Huile is a
sumptuous pre-emptive measure, an
Alberto Morillas-created scent of tea
rose, wood and musk with nourishing
oils. Chronologiste Parfum en Huile,
£39, kerastase.co.uk



PERIOD COOL

Hotel Esencia, on the sugar sands of Mexico's Caribbean coast, has been renovated into a temple of midcentury style: Pierre Jeanneret chairs, hand-woven rugs and art by Fernando Botero and Pablo Picasso. Expect to meet film stars and fashionistas, staying at exclusive new villas Bel-Ha and Xpu-Ha. hotelesencia.com



The latest must-have accessories, remote getaways and top travel tips

CARRIED AWAY

Sun and sea air take their toll on fabrics, so sail-focused Kiwi brand Coast has mixed beauty and brawn in its Escape Collection of holdalls. Their soft grey Sunbrella fabric is water repellent, fade resistant and breathable. Perfect for a weekend on the water. Holdall, €178, coastnewzealand.com

FRESH SUITES

Family-run Barbados bolthole The Sandpiper has some new treats to offer the corral of loyal jet-setters who set up home there each winter. A massive refurb has yielded an 18m lap pool, ocean-front suites with patios on the sea and the Tree Top Suite. sandpiperbarbados.com



BED AND ABOARD

The Stay and Sail package at Kata Rocks combines the charms of old and new Phuket: three nights at the chic modern resort, dallying in the spa and lounging at your very own Sky Pool Villa, followed by three nights on the 65m traditional – and extremely luxurious – phinisi sailing yacht Lamima. katarocks.com



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▶ The BVIs are a diver's dream, peppered with flourishing reefs, the wrecks of doomed ships and an abundance of aquatic life; most head for the famed Rhone wreck or Norman Island Caves.

To avoid the underwater crowds, head south east from Tortola across the teal waters of Sir Francis Drake Channel towards Ginger Island, one of the last undeveloped private islands in the BVIs (currently for sale, if you're interested, see right).

Off the southern shore you'll find Alice's Wonderland, a coral garden every bit as colourful and enticing as its name suggests.

Sloping upwards from 24 to 12 metres deep (you can moor directly over it), push through the surface surge and you enter a dramatic seascape of pillar and star coral heads, home to purple and green sea fans and soft gorgonians dancing in the currents.

Large grouper, spotted morays, jewfish and African pompano are common, as is the reclusive longsnout butterflyfish.



BUY GINGER ISLANDPrivate and undeveloped, this

is 104ha of green hills and cliffs. POA, vladi-private-islands.de



Above: rubbing shoulders with longspine squirrelfish on the wreck of the Rhone. Right: a view across Sir Francis Drake Channel, which separates Tortola from the smaller islands

SEEK OUT SPOTTED EAGLE RAYS

► "There's no best time of year to see the spotted eagle rays," says Mike Rowe, course director at Sail Caribbean Divers. "The water temperature is so consistent year-round, it keeps the marine life 'local'. That doesn't make them easy to find, though."

Rowe's favourite spot to spy the elusive rays is tucked away on the northern side of Norman Island, in Benures Bay. Spyglass Wall is named after Spyglass Hill, where pirates once kept watch for treasure-laden merchant ships crossing Sir Francis Drake Channel - as immortalised by Robert Louis Stevenson in Treasure Island. The Wall drops sharply from three metres to a fine-sand bottom 18 metres below and is perfect for snorkellers and divers alike. Alongside the spotted eagle rays there's a great chance to see turtles, squid, tarpons, spadefish, plus southern and eagle rays cruising across the seabed.





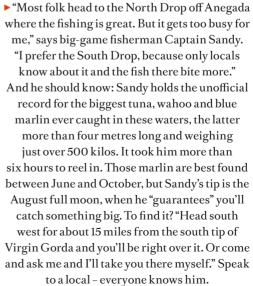
Far left: Gorda Peak, where hide grottos, rocks, reef and your own private cave pool (bottom left) Relow: kiteboarders show the way past Anegada. where the large fish await

the intrepid to explore above and below water. Yachts approaching the dive site Mountain Point should keep an eye out for two mooring balls in front. Jump in with snorkelling gear and head for the cave in front of you - but beware the surge, which can push the weak and unaware onto sharp rocks and shallow reef. Feeling brave? Take a deep breath, swim down and into the corridor between the rocks for about three metres, looking for the opening above. Your reward is your own private cave pool: glowing blue, glass-still water framed by sheer walls reaching up 12 metres to a vaulted ceiling and a small opening that casts shards of light. Simply magic.

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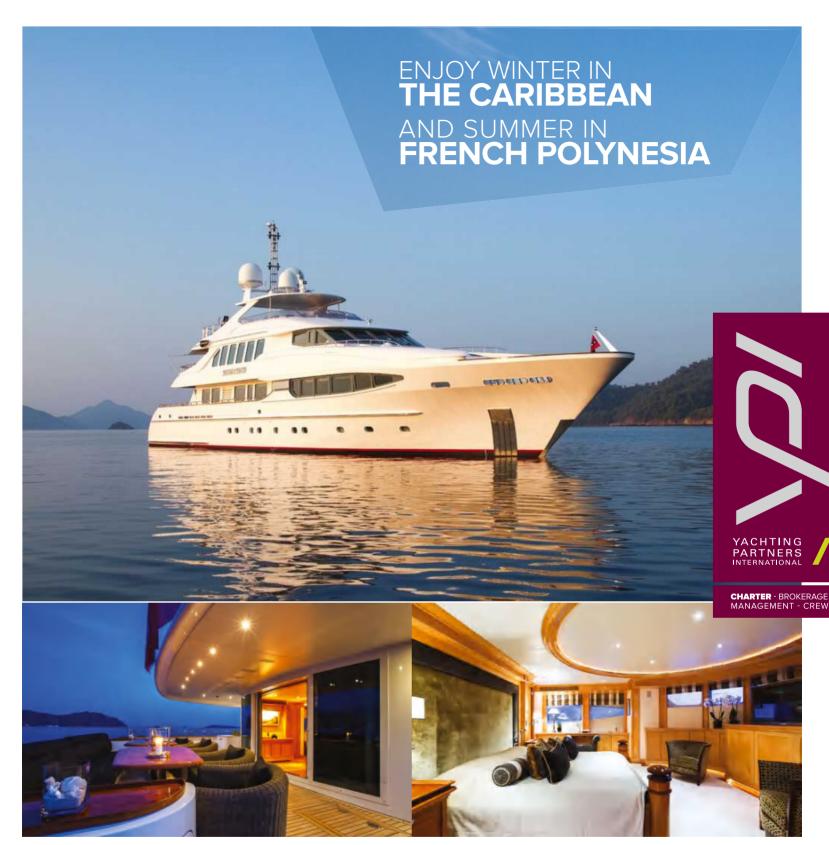
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North Sound seen

from the top of Virgin Gorda



PADDLE THROUGH A HIDDEN FOREST

The surf can be fickle in the BVIs, but it's always worth having your board. On flat days, you can still make use of it with a paddle trip through the largest remaining pristine mangrove-forest network in the archipelago, Hans Creek.

Just minutes from Trellis Bay on Beef Island, Surf School BVI is the sole keyholder to this forest. Private tours start upwind at the end of the mangrove lagoon and drift outside the reef downwind, circling back through the lagoon.

It's a wonderful opportunity to see roosting sea birds, and turtles, barracuda, bonefish

and shark pups glide through vibrant waters, inches below. This is the perfect place to get a rare glimpse into what makes

these islands so special. surfschoolbvi.com



THE LEGENDARY LOCAL Don't know johnnycakes yet? You will. This fried, sweetened cornmeal treat is a BVIs staple



Above: keep your board with you in the BVIs, whether for surfing or just spotting sea-life when it's calm. Right: the legendary Miss Cynthia, cook at Sugar Apple



DINE WITH THE LOCALS

Start the day with the best johnnycakes in the Carib at Sugar Apple (one mile south of central Spanish Town, Virgin Gorda). At lunch, grab a seat among the locals and watch Miss Cynthia cook; her stewed chicken and spiced mahi mahi are worth visiting the BVIs for all on their own. For something more heart-stopping, follow the North Sound Road up to local secret Hog Heaven, and get your hands sticky. Gorge on barbecue ribs, sip lethal rum-laced mamajuanas ("steeped in local tree barks" claims chef Blondie) and feast your eyes on the best views in the BVIs: the North Sound's myriad blues, Necker and Mosquito islands, and Larry Page's Eustatia.



With a guest list that included the great, the good and the glamorous, Highlander has always been renowned for the highlife. Designed by Jon Bannenberg and built in 1986, the yacht has been totally restored and now has some of the most charismatic spaces for dining and entertaining. During the day, try out the seabobs, be taught by a Yoga Master, scuba dive or race around on the fully refitted Cigarette tender. At night there is a cinema and a stylish sun deck nightclub. This winter charter a yacht with a history of being distinctly different.

Feadship, 1986 / 2014, 49m / 162ft, 12 guests, from \$150,000 per week.

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Property

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Latin lair

At the south eastern reaches of the Caribbean, this tiny island offers an exciting opportunity close to Puerto Rico, says *Francesca Steele*

LOCATION, LOCATION

Private Island Cay lies off the southern coast of Puerto Rico, just six minutes away by tender. Despite its proximity to the mainland town of Salinas, a popular fishing spot and the birthplace of the "mojito isleño" hot sauce, the island has a castaway feel, with lush mangroves, palm and almond trees and

beautiful sandy beaches. It's perfect for lazing the day away sunbathing – or for the more active, kayaking, snorkelling and fishing.

WHAT'S INSIDE

The house as it stands is a simple, rustic, wooden structure with three bedrooms (and an outdoor bathroom), ripe for refurbishment. Currently it runs on solar power, with back-up generators and a 1,300-litre water cistern. You can get around on foot or dune buggy.

HOT HANGOUTS

Salinas has great seafood restaurants, plus basic shopping. If you are looking for more luxury shops and shopping malls, a 27-mile drive (or 45-minute

boat ride) will get you to Ponce, Puerto Rico's second-largest city.

MOOR UP

The island has a dock for smaller boats and sheltered deep water mooring for larger yachts.

\$2.5 million through Sotheby's International Realty, +1 787 523 6500. Francesca Steele is a property writer at The Times.



Marina of the month

YCCS

Marina Virgin Gorda, British Virgin Islands

Set sail for the best European yacht club in the Caribbean

WHERE

The island is an ideal spot for the Caribbean outpost of Italy's most fashionable yacht hub, the Yacht Club Costa Smeralda. Set among the British Virgin Islands on Virgin Gorda's North Sound, the clubhouse and marina serve as a chic base for regattas and a relaxing stop for owners exploring the BVIs' renowned diving and beaches.

USP

With its European pedigree and aesthetic, it offers Italian glamour against a Caribbean backdrop.

WHAT'S NEW

YCCS welcomes a new head chef this season, set to wow with a menu based on fresh ingredients and combining the best of Caribbean and Med cuisine.

YACHT FACILITIES

The harbour hosts yachts up to 91 metres in 38 berths, with a draught up to 9.1 metres. There's an outdoor bar, pool, gym and concierge service.

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Dining area

Saloon I

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YOUR GLOBAL GUIDE TO THE BEST SUPERYACHTS FOR SALE AND CHARTER THIS MONTH











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 $RM\ Elegant\ 72.4m/237'6, Lamda, 2005/2014, S29,000,000$ $Adam-Michael\ Papadakis + 44\,20\,7009\,1950\ |\ apapadakis @ camperand nicholsons.com$



Baraka $58m/190^{\circ}3$, Turquoise Yachts, 2010, £24,950,000Charles Ehrardt +33492912912 | cehrardt@camperandnicholsons.com



Tales 53.4m/175'2, Proteksan Turquoise Yachts, 2002, €15,000,000 VAT paid James Rayner +33 4 92 912 912 | jrayner@camperandnicholsons.com



Bandido 42.67m/140', Westport, 1989/2008, \$3,750,000 Rick Weisenberger +1 714 745 6560 | rweisenberger@camperandnicholsons.com



Triumphant Lady 47.24m/155, Sterling Yachts, \$6,900,000 John Weller +1 561 379 5431 | jweller@camperandnicholsons.com



 $\label{lem:lem:hilbert} \textbf{Lulworth} \ \ 46.3m/151'9, White Brothers, 1920/2012, £10.800,000 \\ \textbf{Mark Hilpern} \ \ +44\ 20\ 7009\ 1950\ \ | \ \ mhilpern@camperandnicholsons.com$



 $\label{eq:At Last 44.17m/145, Heesen Yachts, 1990/2014, S7,800,000} $$Andy LeBuhn +1 415 407 9915 | alebuhn@camperandnicholsons.com David Gennett +1 954 249 2860 | dgennett@camperandnicholsons.com$



Silver Wind 43.63m/143, ISA, 2014, £16,500,000 Jeremy Comport +33 4 92 912 912 | jcomport@camperandnicholsons.com

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Forty Love 42.06m/138, West Coast Custom, 2003/2012, \$9,500,000 Bob O'Brien +1 561 310 9616 | bobrien@camperandnicholsons.com



Global Explorer 41m/135, JFA, 2016, €16,000,000

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Fernando Nicholson +1 305 604 9191 | fnicholson@camperandnicholsons.com



Nuberu Blau 40.4m/132'6, Alloy Yachts, 2000, €3,950,000 Charles Ehrardt +33492912912 | cehrardt@camperandnicholsons.com



 $\label{eq:parati} Parvati~39.7m/130'2, CRN, 1979/2014, £2,900,000\\ Gaston Lees-Buckley +33 4~92~912~912~|~gleesbuckley@camperandnicholsons.com$



Northlander 38.1m/125, Moonen, 2009/2013, \$14,700,000 Michael Rafferty +1 561 758 5608 | mrafferty@camperandnicholsons.com



Twilight 38m/125, Oyster, 2013, £9,250,000 VAT paid Simon Goldsworthy +44 77 7649 7983 | sgoldsworthy@camperandnicholsons.com



Sun Ark 36.78m/120'8, Heesen, 1995, \$3,750,000 Jim Wallace +1 561 308 3467 | jwallace@camperandnicholsons.com



Andiamo 36m/120, Benetti, 2007, 67,800,000*
Fernando Nicholson +1 $305\,604\,9191$ | fnicholson@camperandnicholsons.com



Caroline 1 35.3m/116'9, Alloy Yachts, 1994/2015, €5,950,000 Simon Turner +44 20 7009 1950 | sturner@camperandnicholsons.com



 $\label{eq:Lilly II 35m/II5, Sunsecker, 2013, S11,950,000} Lilly II 35m/II5, Sunsecker, 2013, S11,950,000 + Indicate the sunsection of th$



 $\label{lem:casual Water 33.48m/109' 10, Feadship, 1987/2015, $5,450,000} \\ \textit{Michael Rafferty} + 1\,561\,758\,5608 \mid mrafferty@camperandnicholsons.com$



 $\label{thm:condition} \textbf{Titan 11 of London 33m/108'3, Sanlorenzo, 2006, C4,700,000 VAT paid Richard Higgins +33 4 92 912 912 | rhiggins@camperandnicholsons.com$





 $\begin{tabular}{ll} Sea Bound & 30.6m/100, Burger, 1996/2014, \$3,740,000 \\ Ralph Raulin +1 & 561 & 302 & 7894 & | rraulin@camperandnicholsons.com \\ \end{tabular}$



Constance 29m/100, Van Dam, 2003/2014, €2,495,000 VAT paid Jonathan Syrett +34 609 43 33 34 | jsyrett@camperandnicholsons.com

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 $\label{lower} Infinity\ 29m/94,\ Moonen,\ 2007,\ \mathfrak{C}_{3},950,000\ VAT\ paid$ Simon Goldsworthy +44 77 7649 7983 | sgoldsworthy@camperandnicholsons.com



Winning Streak 28.14m/92'3, Sunsceker, 2002, £1,700,000 Foulques de Raigniac +33 6247 751 07 | fderaigniac@camperandnicholsons.com



Tempus Fugit 27.43m/90, Arkin Pruva Yachts, 2013, €3,450,000 Jeff Partin +1 401 965 5626 | jpartin@camperandnicholsons.com



 $\label{eq:club-M} Club\ M\ 26.01m/85^24, Ferretti, 2012, S_3,895,000 \\ Scott\ W.Goldsworthy +954\ 205\ 3388\ |\ scottgoldsworthy@camperandnicholsons.com$



 $\label{thm:prop} \mbox{Vita Bella } 24.95 \mbox{m}/81'10, \mbox{Dubbel \& Jesse, } 1991/2011, \mbox{C}950,000 \mbox{ Vat Paid Arne Ploch } +34\,609\,75\,67\,63 \mbox{ | aploch@camperandnicholsons.com}$



Grateful Two 24,38m/8o, Hatteras, 2007, 3,495,000 Walter Sea +1 954 319 3259 | wsea@camperandnicholsons.com



Back Soon 24m/78'8, Benetti, 1983/2012, €1,495,000 VAT paid Jonathan Syrett +34 609 43 33 34 | jsyrett@camperandnicholsons.com



CAPRI 58.6M (192.1FT) » LÜRSSEN-WERFT, GERMANY, 2003 » €29,950,000 » CENTRAL AGENTS FOR SALE AND CHARTER



 TAIBA
 55.7M (182.8FT)
 » PALUMBO, ITALY, 2015
 » €39,500,000
 » CENTRAL AGENTS FOR SALE

BURGESS

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SILVER FAST 77M (252.6FT) » SILVERYACHTS, AUSTRALIA, 2015 » €79,500,000 » CENTRAL AGENTS FOR SALE



NEW SUNRISE 61.3M (201.1FT) » CRN, ITALY, 2000 (REFIT 2014) » US\$24,900,000 » CENTRAL AGENTS FOR SALE AND CHARTER

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CENTINELA IV 42.4M (139FT) » FEADSHIP DE VRIES, THE NETHERLANDS, 1982 » US\$7,400,000 » CENTRAL AGENTS FOR SALE » Not for sale to US residents while in US waters



TWIZZLE 57.5M (188.6FT) » ROYAL HUISMAN, THE NETHERLANDS, 2010 (REFIT 2015) » €39,750,000 » CENTRAL AGENTS FOR SALE AND CHARTER » Not for sale to US residents while in US waters

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ADMIRAL E MOTION 52 HYBRID 51.5M (169FT) » ADMIRAL MARINE, ITALY, 2017 » €24,900,000 » CENTRAL AGENTS FOR SALE



ICE ANGEL 50M (164.1FT) » HEESEN, THE NETHERLANDS, 2011 » €30,000,000 EU VAT PAID » CENTRAL AGENTS FOR SALE

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6 Christies Landing Newport, RI 02840 T: +1 (401) 619-5820

UK

82 Christchurch Road BH24 1 DR, UK T: +44 (1425) 522014

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Le Shangri-la, Bd Albert, 1er MC. 98000 Monaco T: +33 (977) 19 99 92

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



GEOSAND 41M > 137FT > BAGLIETTO > 2011 > 14,850,000 EURBuilt by Baglietto for an experienced yacht owner and only privately used, GEOSAND features 6 staterooms and accommodates 14 guests. She boasts a spacious full beam

owner's cabin with two balconies and a very large saloon. First time on the market. ANTOINE.LARRICQ@FRASERYACHTS.COM+33678636172 MONACO

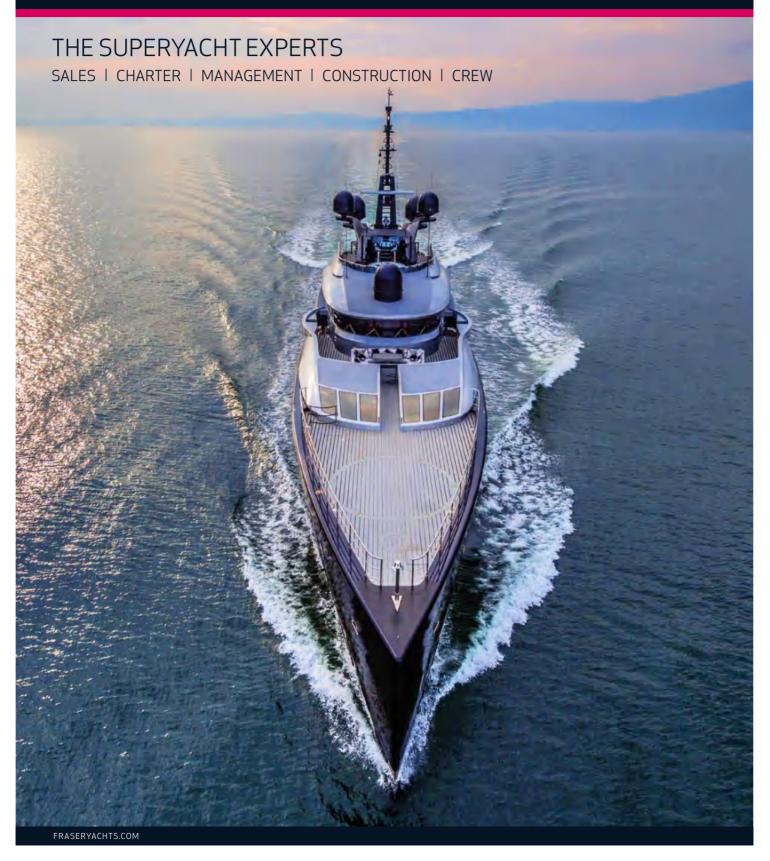


NATIVA 48M > 157FT > ARZANA NAVI > 2013 > 15,900,000 EUR

Designed by the acclaimed Bill Tripp, she features spectacular interior and exterior design. Her aluminium construction, superb hull lines and powerful rig enable her to reach

unprecedented speeds. NATIVA is the best priced yacht in its category on today's market. MAARTEN.TENHOLTER@FRASERYACHTS.COM +31 653 739 424 MONACO FILIPPO.ROSSI@FRASERYACHTS.COM +39 342 924 4166 MONACO





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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



HELIAD II 33M > 109FT > LYNX > 2013 > 10,500,000 EUR

Perfect balance between a traditional, classic exterior and a bright, contemporary interior. Accommodates 12 guests in five cabins including main deck owner's suite. Features spacious

outdoor areas perfect for entertaining. Offers a huge volume for a yacht her size. FILIPPO.ROSSI@FRASERYACHTS.COM+37793100450 MONACO MAARTEN.TENHOLTER@FRASERYACHTS.COM+37793100450 MONACO



FOAM 35M > 116FT > ADMIRAL > 2014 > 8,500,000 EUR

JURGEN.KOCH@FRASERYACHTS.COM +34 971700 445 PALMA
THORSTEN.GIESBERT@FRASERYACHTS.COM +34 971700 445 PALMA



ASCHANTI IV 34M > 114FT > BURMESTER > 1954/1994 > 4,250,000 EUR

A high ocean-going fast Schooner in excellent condition with classic interior. VAT PAID

THORSTEN.GIESBERT@FRASERYACHTS.COM +34 971700 445 PALMA



ALANDREA 29M > 96FT > FERRETTI > 2013 > 6,495,000 USDPerfect opportunity to own a 2013 Ferretti 960. Highly upgraded. Canreach 30 knots. MICHAEL.SELTER@FRASERYACHTS.COM +1 954 463 0600 FORT LAUDERDALE



SURFBIRD 35M > 115FT > B & B BOATWORKS > 2006/2011 > 3,400,000 USD Heavily constructed in steel, long range, large deck spaces & a beautiful interior. TOM.ALLEN@FRASERYACHTS.COM +1 206 382 9494 SEATTLE

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VICKY 72M > 238FT > TURQUOISE > 2012 > 62,500,000 EUR

A sleek and sophisticated yacht in near-new condition. Attractive features include a spectacular sundeck with swimming pool. Also a full-beam spa that opens to water, a helipad

and a guest elevator. Accommodates 14 guests in 7 staterooms with six guest staterooms on the main deck and the owner's stateroom on a private upper deck with balconies. STUART.LARSEN@FRASERYACHTS.COM +1 954 328 6553 FT. LAUDERDALE

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



COCKTAILS 47M > 157FT > TRINITY > 2004/2012 > 22,000,000 USD
Features a sophisticated interior and exterior, redesigned by the Howard Design Group.
Five staterooms accommodating 12 guests. Very spacious with master stateroom on main

deck and full beam sky lounge. Refit in 2012 with all new interior, exterior paint, teak decks, engine room rework and A/V system. Fitted with at rest stabilization. Immaculate condition. JOSH.GULBRANSON@FRASERYACHTS.COM+19544630600 FT. LAUDERDALE



SUNSHINE 37M > 124FT > LLOYD'S SHIPS > 1986/2014 > 4,500,000 USD JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE TREVOR.CARROLL@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



SENSATION 49M > 162FT > SENSATION YACHTS > 2007/2014 > 11,975,000 EUR High quality semi-displacement yacht from New Zealand. Zero speed stabs. In Hong Kong. JJ.MINNEMA@FRASERYACHTS.COM +37793100 450 MONACO



DESTINY 23M > 78FT > FIFTH OCEAN SHIPYARD > 2014 > 3,300,000 EUR
World cruising, steel hull, displacement yacht. Dutch designed & engineered, highly specc'd.
ALEX.KRIK@FRASERYACHTS.COM +377 93100 450 MONACO



STELLA DI MARE 29M > 96FT > CANTIERE DELLE MARCHE > 2013 > 7,250,000 EUR
Pocket explorer vessel designed to cruise all oceans, features large decks and interior volume.
DAVID.LEGRAND@FRASERYACHTS.COM +377 93 100 450 MONACO

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SOY AMOR 41M > 137FT > BENETTI > 2014 > 20,900,000 EUR

A brand new, recently delivered, highly customized, Benetti Crystal. Light, open and modern interior with plenty of lounging areas. Features include a waterwall, fireplace,

beachclub and port side launching for the tender. Fantastic opportunity to purchase a beautiful yacht, available for immediate sale.

ALEX.KRIK@FRASERYACHTS.COM +33 6 40 615310 MONACO



ANASTASIA M 37M > 122FT > SANLORENZO > 2010 > 7,950,000 EUR Well maintained vessel, sole owner since new, motivated to sell.

ALEX.KRIK@FRASERYACHTS.COM +33 6 40 615310 MONACO



SHERAKHAN 69M > 228FT > VUYK EN ZONEN > 1965/2014 > 25,950,000 EUR
Luxurious interior décor and layout. Ideal charter yacht for large families or corporate events.
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WATCH THE VIDEO 1. DOWNLOAD AURASMA FROM THE APP STORE OR GOOGLE PLAY 2. SEARCH AND "FOLLOW" FRASER YACHTS 3. POINT DEVICE AT YACHT IMAGE TO WATCH

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CUTLASS 39M > 128FT > TANSU YACHTS > 2016 > 11,000,000 EUR Designed for stylish living in remote areas. Award winning design. DAVID.LEGRAND@FRASERYACHTS.COM +377 93 100 450 MONACO



MYSTERY 34M > 112FT > NAUTOR'S SWAN > 2000/2015 > 4,900,000 USD Top pedigree performance cruising yacht. Frers design. Fast and world capable GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



ULYSSES 56M > 183FT > BENETTI > 2012 > 29.800.000 EUR Extremely well built, 12 guests/6 staterooms. Refined interior and large outdoor deck spaces. Practically brand new, spacious and light interior. 12 guests in 5 staterooms. Only 200 hours. DENNISF@FRASERYACHTS.COM+37793100450 MONACO



TO-TOK 37M > 124FT > SANLORENZO > 2014 > 18,200,000 USD FLAVIO.CONSTANTINO@FRASERYACHTS.COM +19544630600 FT. LAUDERDALE



MARIE 55M > 180FT > VITTERS > 2010 > POA Built to the highest standards. Boasts traditional craftsmanship and modern technology. ${\tt JODY.OBRIEN@FRASERYACHTS.COM\,+1\,954\,463\,0600\,FT.\,LAUDERDALE}$



RIMA II 49M > 162FT > BENETTI > 1987/2014 > 9,800,000 EUR Recently totally rebuilt - new beautiful spacious interior and exterior styling. 7 staterooms. KEN.BURDEN@FRASERYACHTS.COM+37793100450 MONACO



RED SKY 30M > 100FT > NAUTOR'S SWAN > 2003/2012 > 4,750,000 USD One Owner/Captain since new. Consistently maintained and upgraded. GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



SIMA 39M > 129FT > CRN ANCONA > 2007 > 8,900,000 EUR MAARTEN.TENHOLTER@FRASERYACHTS.COM +377 93 100 450 MONACO STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE

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HELIOS 2 51M > 168FT > PALMER JOHNSON > 2002/2015 > 17,500,000 USD HELIOS 2 is a highly pedigreed yacht, blending modern and classic styles. Spacious layout and great outside spaces for relaxing and entertaining. Comfortably accommodates up

to 12 guests in 5 cabins. Has been maintained and updated with no expense spared. Ideal yacht for discerning guests who value privacy and elegance. STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



ECLIPSE 43M > 141FT > FEADSHIP > 1993/2008 > 11,950,000 USD

A true pedigree yacht with a stunning Terence Disdale interior, large deck space and tenders.
RICHARD.EARP@FRASERYACHTS.COM +37793100 450 MONACO



IMAGINE 65M > 216FT > AMELS > 2011 > 69,950,000 EUR
Exceptional accommodation and spacious deck areas offer great opportunities for relaxation.
DENNISF@FRASERYACHTS.COM +37793100 450 MONACO



FELIX 52M > 170FT > AMELS > 2004/2014 > 22,000,000 USD

JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE
STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



OKTO 66M > 217FT > ISA > 2014 > 59,500,000 EUR
STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE
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MUSTIQUE 180'(55M) TRINITY 2005 €23,000,000

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MERIDIAN

LOA: 62.48m (205') Beam: 11.38m (37'4") Draft: 3.68m (12'1") Shipyard: Icon Yachts

Year: 2013

Staterooms: 8

Price: EUR 57,500,000



360

LOA: 47.50m (155'8")

Beam: 8.90m (29'2")

Draft: 2.70m (8.'9")

Shipyard: ISA Yachts

Year: 2003 / 2013

Staterooms: 5

Price: EUR 11,900,000



TUTTO LE MARRANÉ

LOA: 46.20m (151'7") Beam: 8.20m (26'9") Draft: 1.83m (6')

Shipyard: Leopard (Arno)

Year: 2011

Staterooms: 5

Price: EUR 14,900,000

MONACO

9 avenue d'Ostende MC 98000 Tel (+377) 97 705 200

USA

1535 SE 17th St, Suite 205 Ft Lauderdale, FL 33316 Tel (+1) 954 767 1035

CRACKER BAY

LOA: 44.60m (146'3")
Beam: 8.80m (28'9")
Draft: 2.80m (9'2")
Shipyard: Hakvoort
Year: 2002 / 2015
Staterooms: 6

Price: USD 18,500,000 **ALSO FOR CHARTER**



LOA: 44.20m (145') Beam: 8.23m (27') Draft: 2.13m (7') Shipyard: Trinity Year: 2001

Staterooms: 5

Price: USD 11,900,000

TUASEMPRE

LOA: 42.60m (139'8") Beam: 8m (26'6") Draft: 1.30m (4'3") Shipyard: AB Yachts

Year: 2007 Staterooms: 4

Price: EUR 6,500,000











MARIPOSA

LOA: 40m (131') Beam: 7.73m (25'4") Draft: 2.20m (7'2") Shipyard: Avangard Year: 2012

Price: EUR 6,500,000

Staterooms: 5



YANNEKE TOO

LOA: 36m (118'1")

Beam: 7.94m (26')

Draft: 3.50m (11'5")

Shipyard: Camper & Nicholson Year: 1996 / 2015

Staterooms: 3

Price: EUR 1,800,000



SILVERTIP

LOA: 33.80m (110'1")

Beam: 7.10m (23'4") Draft: 4.30m 14'2")

Shipyard: Yachting Developments

Year: 2001 / 2012

Staterooms: 3 Price: EUR 5,950,000

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USA

1535 SE 17th St, Suite 205 Ft Lauderdale, FL 33316 Tel (+1) 954 767 1035

O'

LOA: 33m (108') Beam: 7.12m (23') Draft: 1.80m (5'8") Shipyard: Mangusta

Year: 2007 Staterooms: 4

Price: EUR 3,900,000 **ALSO FOR CHARTER**

SEA RETREAT

LOA: 29.44m (96'6") Beam: 6.70m (22') Draft: 1.83m (6') Shipyard: Cheoy Lee

Year: 2006 Staterooms: 4

Price: USD 4,490,000

ICON100

LOA: 29m (100')
Beam: 7.22m (23'7")
Draft: 1.99m (6'5")
Shipyard: Icon Yachts

18 months from completion

Staterooms: 3 / 4 Price: EUR 9,500,000









ANTIBES ★ FORT LAUDERDALE ★ HOLLAND ★ HONG KONG ★ INDONESIA ★ LA ★ NEWPORT ★ NYC ★ PALMA ★ PHILIPPINES ★ SAN DIEGO ★ SINGAPORE ★ THAILAND ★ VIETNAM



M.57 EXPLORER 187' (57m):: Mondomarine :: 2018 :: €40,000,000
Philip Bell :: Fort Lauderdale :: +1 954 873 0171 :: Philip.Bell@NorthropandJohnson.com



SOVEREIGN 180' (54.9m) :: Newcastle :: 2011 :: \$44,500,000 Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



GALLANT LADY 168' (51.2m) :: Feadship :: 2007 :: \$39,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



KANALOA 158' (48m):: CRN:: 1996/2015:: €6,500,000

Jonathan Browne:: Antibes:: +33 6 23 76 18 84:: Jonathan.Browne@NorthropandJohnson.com



TROY 155' (47m):: Esenyacht:: 2015:: €29,500,000 David Seal:: Antibes:: +33 (0) 4 93 34 8401:: David.Seal@NorthropandJohnson.com



CHARISMA 153' (46.6m):: Feadship:: 1985/2013:: \$11,900,000
Michael Nethersole:: Fort Lauderdale:: +1 954 648 1250:: Michael.Nethersole@NorthropandJohnson.com



ONLY ONE 152' (46.3m) :: Baglietto :: 2015 :: POA
John Solomon :: Antibes :: +33 6 63 54 7937 :: John.Solomon@NorthropandJohnson.com



SARP 4-6M 151' (46m):: Sarp Yacht:: 2015:: €22,500,000
John Solomon:: Antibes:: +33 6 63 54 7937:: John.Solomon@NorthropandJohnson.com

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ONENESS 150' (45.7m) :: Palmer Johnson :: 2009 :: \$19,500,000
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



CAPRICORN 139' 5" (42.4m) :: Protekan - Turquoise :: 2002 :: \$9,950,000 Bill Titus :: Newport :: +1 401 935 3058 :: Bill Titus @Northropand Johnson.com



APHRODITE 130' (40m):: Westport:: 2010:: \$15,495,000 Wes Sanford:: Fort Lauderdale:: +19548067036:: Wes.Sanford@NorthropandJohnson.com



ADMIRAL WAVE 38 125′ (38m) :: Admiral Sail :: 2018 :: €16,600,000 Ed Dickinson :: Antibes :: +33 6 48 90 59 13 :: Ed.Dickinson@NorthropandJohnson.com



BB3 123' (37.4m) :: Palmer Johnson :: 2006 :: \$6,750,000 Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com



DREAM WEAVER 120' (36.8m):: Ocean Alexander:: 2013:: \$14,950,000 Brian Commette:: Newport:: +1 401 965 5226:: Brian.Commette@NorthropandJohnson.com



BARTENDER 119' (36.4m) :: Tansu :: 2011 :: €7,800,000 Derk Rolff :: Holland :: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com



AKHIR 118 118' (36m) :: Cantieri di Pisa :: 2016 :: €9,200,000 David Seal :: Antibes :: +33 (0) 4 93 34 8401 :: David.Seal@NorthropandJohnson.com



ANTIBES ★ FORT LAUDERDALE ★ HOLLAND ★ HONG KONG ★ INDONESIA ★ LA ★ NEWPORT ★ NYC ★ PALMA ★ PHILIPPINES ★ SAN DIEGO ★ SINGAPORE ★ THAILAND ★ VIETNAM



STAMPEDE 117' (36m) :: Delta Marine :: 1990/2008 :: \$9,500,000 Cromwell Littlejohn :: Fort Lauderdale :: +1 954 205 6166 :: Crom.Littlejohn@NorthropandJohnson.com



MUSIC 114' (34.7m) :: Aydos Yatcilik :: 2012 :: €4,900,000 Jonathan Chapman :: Newport :: +1 401 474 4793 :: Jonathan Chapman@NorthropandJohnson.com



TRUE NORTH 112' (34.1m) :: Westport :: 2006/2015 :: \$6,200,000 Cromwell Littlejohn:: Fort Lauderdale:: +1 954 205 6166:: Crom.Littlejohn@NorthropandJohnson.com Derk Rolff:: Holland:: +31 6 188 30 145:: Derk Rolff@NorthropandJohnson.com



ANNAGINE 111' (33.9m) :: Dykstra Classic Sloop :: 2011 :: €4,900,000



KEEWAYDIN 110' (33.5m) :: Palmer Johnson Centreboard ketch :: 1995/2015 :: \$2,675,000 Simon J Turner:: Palma:: +34 971 707900:: Simon.J.Turner@NorthropandJohnson.com



ECLIPSE 107' (32.6m) :: Alloy Yachts :: 1991/2014 :: \$3,500,000 Michael Geraghty:: Newport:: +1 401 261 0252:: Mike.Geraghty@NorthropandJohnson.com



WHIRLWIND 90' (27.4m) :: Holland Jachtbouw :: 1998 :: \$1,950,000 Brian Commette:: Newport:: +1 401 965 5226:: Brian.Commette@NorthropandJohnson.com



ATALANTE 90' (27.5m) :: Claasen Jachtbouw :: 2009 :: €3,950,000 Hank Halsted:: Newport:: +1 401 965 3256:: Hank.Halsted@NorthropandJohnson.com

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ICARUS 88' (26.7m):: Jongert 2700 M Performance Sloop:: 2007 :: €3,850,000 Joost Goverts:: Palma:: +34 971 707 900 :: Joost.Goverts@NorthropandJohnson.com



SPIRIT 87' (26.6m):: Nautor's Swan 90 Pilothouse:: 1991/2014:: \$1,650,000 Simon J Turner:: Palma:: +34 971 707900:: Simon.J.Turner@NorthropandJohnson.com



ASPIRATION 86' (26.1m):: Nautor's Swan 86:: 1988/2014:: \$1,495,000 Simon J Turner:: Palma:: +34 971 707900:: Simon,J,Turner@NorthropandJohnson.com



IMPOSSIBLE DREAM 85' (25.9m) :: Jongert :: 1986/2007 :: \$1,895,000 Jonathan Chapman :: Newport :: +1 401 474 4793 :: Jonathan.Chapman@NorthropandJohnson.com



HEIDENSKIP 84' (25.5m) :: Aluboot/Van Der Stadt :: 2005 :: €1,475,000 Derk Rolff :: Holland :: +31 6 188 30 145 :: Derk.Rolff@NorthropandJohnson.com



CONQUISTADOR 82' (24.9m) :: Swan 80FD/6 Frers Design :: 2000/2012 :: €2,195,000 Joost Goverts :: Palma :: +34 971 707 900 :: Joost.Goverts@NorthropandJohnson.com



TRANQUILITY 75' (22.9m):: Sunseeker:: 2015:: \$3,789,000
Paul Burgess:: Fort Lauderdale:: +1 954 888 8966:: Paul.Burgess@NorthropandJohnson.com



VENDETTA 57' (17.3m) :: Derektor :: 2005 :: \$1,295,000 Bruce Leffers :: Newport :: +1 954 790 0503 :: Bruce.Leffers@NorthropandJohnson.com







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Dunya | 2013 | 72m (236ft 2in) Guest: 12 in 6 Double (2 Convertible)

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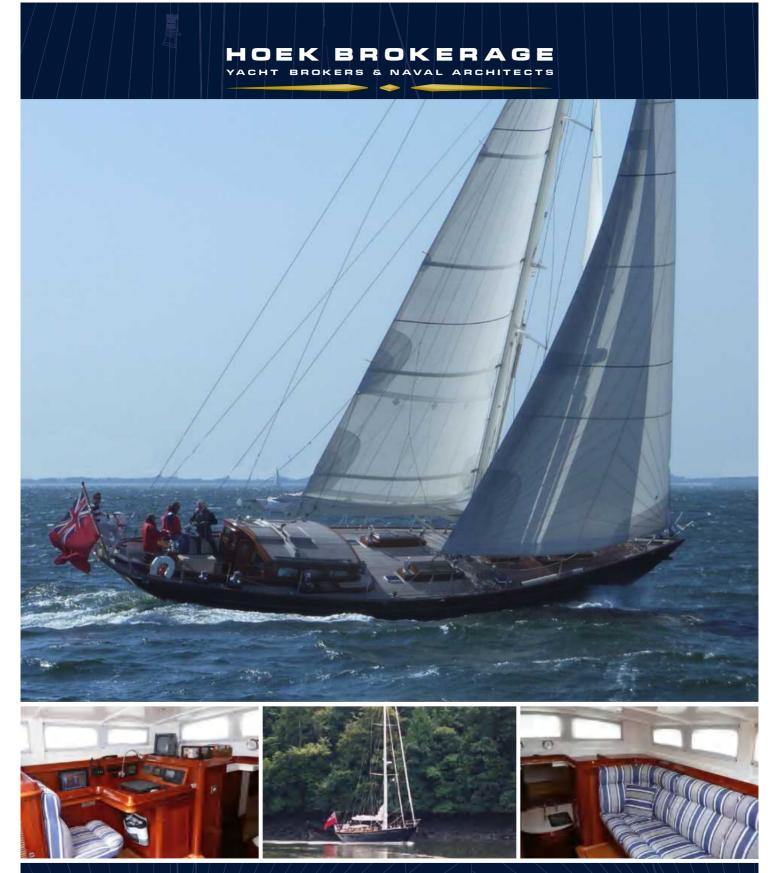






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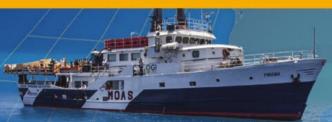
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NEPHELE - NEW CENTRAL AGENCY

The impressive 34m sailing yacht NEPHELE is now for sale. Built in 2003 by McMullen & Wing and designed by German Frers, she delivers a perfect harmony of elegant clean lines and quality finish, whilst being a very capable world cruising yacht. Following two seasons in the South Pacific, NEPHELE is currently in Palma de Mallorca where she is available for inspections.

Asking: 4,900,000 EUR. Central Agent



TITAN - MAJOR PRICE REDUCTION

Launched in 1968 (rebuilt 2005), this 60m / 198' explorer yacht built by Brooke Marine had a 5m EUR refit in 2009 and has been greatly improved under her current ownership. Combining comfort with Italian style, she has all the amenities of a luxurious yacht and a wonderful charter record. She has undergone her SOLAS 10 year special survey in 2015 and is in impeccable condition. Sleeps 22 guests in 11 staterooms.

Asking: 14,000,000 EUR. Central Agent for sale and charter.

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STEEL

Truly the ultimate ExplorerI This 2009 built Pendennis yacht is classed 100 A1, G6, Ice Class 1A, as well being MCA compliant. Many claim this but here is a yacht that really can go everywhere! The overall concept together with a beautifully crafted classic interior shows the passion and the experience of the Owner. Up to 12 guests can be accommodated in 6 generous staterooms. And with the usual advanced audio and visual systems, zero-speed stabilizers, two wave runners and much more, STEEL is equally an impeccable pleasure yacht.

Asking: 29,000,000 EUR. Central Agent.



BLUE FLORENTIN - FURTHER PRICE REDUCTION

The price of this 27m Superba displacement yacht has just been reduced by a further 500,000 EUR! After her extensive refit in 2014 and renewed RINA certificates BLUE FLORENTIN truly is an exceptional deal. Her steel/aluminium construction warrants very stable cruising. With her modern and stylish interior guests will cruise in comfort. Additionally a berth (with garage) in Portosole/Sanremo is available to rent or buy. Visit BLUE FLORENTIN in Sanremo!

Asking: 1,450,000 EUR (VAT Paid). Central Agent.

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BLACK PEARL

An exceptional New Zealand built, 31.5m long range displacement yacht from 2011, accommodating up to 10 guests in 4 cabins. After returning from her very successful world cruise she underwent a complete refit in New Zealand at the beginning of 2015. Ideal for isolated cruising itineraries and commercially registered, she features unique custom exterior paint created to match the exact colour and lustre of a Tahitian pearl.

Asking: 12,750,000 USD. Central Agent.



PHOENIX

The amazing charter record of this 36m Leight Notika clearly speaks for itself. With plenty of room for 9 guests in 4 cabins PHOENIX offers cool interior design, zero-speed stabilizers, no-noise air conditioning, a renewed warranty on main machinery and much more, all in top condition. Back from the yacht shows, PHOENIX can be visited in Cannes.

Asking: 3,900,000 EUR. Central Agent for sale and charter.





Contemporary style at its best! Launched in 2014 by Logica Yachts Shipyard, the 44.8m LOGICA embodies a striking exterior and contemporary interior, along with voluminous deck spaces. 12 guests can be comfortably accommodated in six staterooms configured as a Master suite, three VIP staterooms and two twin guest cabins. Fabulous 5.5m swimming pool on foredeck!

Asking: 17,000,000 EUR (VAT Paid). Central Agent.









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